MOTOR RACING

Vol. 1—No. 3 — 2 — Los Angeles, Calif. — November 18-25, 1955 — Price 10c

Von Neumann Loses Duel:

HILL & LOVELY IN ROUTS

★ ★ ★

Phil Laps E. McAfee At Glendale Airport

By Gus V. Vignolle

Lester Nehamkin

COOLING OFF—Phil Hill, who scored an easy victory in the big-bore classic at Grand Central Airport Sunday, relaxes at the finish for the pause that refreshes. He averaged 103.2 mph, lapped the entire field.

DRIVING WITH such consummate skill that he made it look ridiculously easy, Phil Hill blasted his 3-liter Ferrari Monza down the straights at a blinding speed and cornered with the dexterity of a champion to win from here to Halifax in the First National Grand Central at Glendale last Sunday.

Nobody could touch the 28-year-old Santa Monican, one of the top sports car drivers extant, only recently arrived from action in Venezuela.

He won the 50-lap, 115-mile feature for modifieds over-1500cc by more than one lap in the van of Ernie McAfee, Beverly Hills, piloting a new six-cylinder, 4.4-liter 735 Ferrari Monza.

HITS 103.2 MPH AVERAGE

The 3000 and 4000-foot straights helped Hill rocket to a smoking average speed of 103.2 mph. His time was 1 hr. 8 min. 26 sec.

Behind Ernie and strung far in arrears of the victor in a race that waxed boring by nature of the rout were Jack McAfee, Manhattan Beach 4.9 liter Ferrari; Bill Murphy, Culver City, Buick-Kurtis, and Pearce Woods, Whittier, Jaguar XK120C.

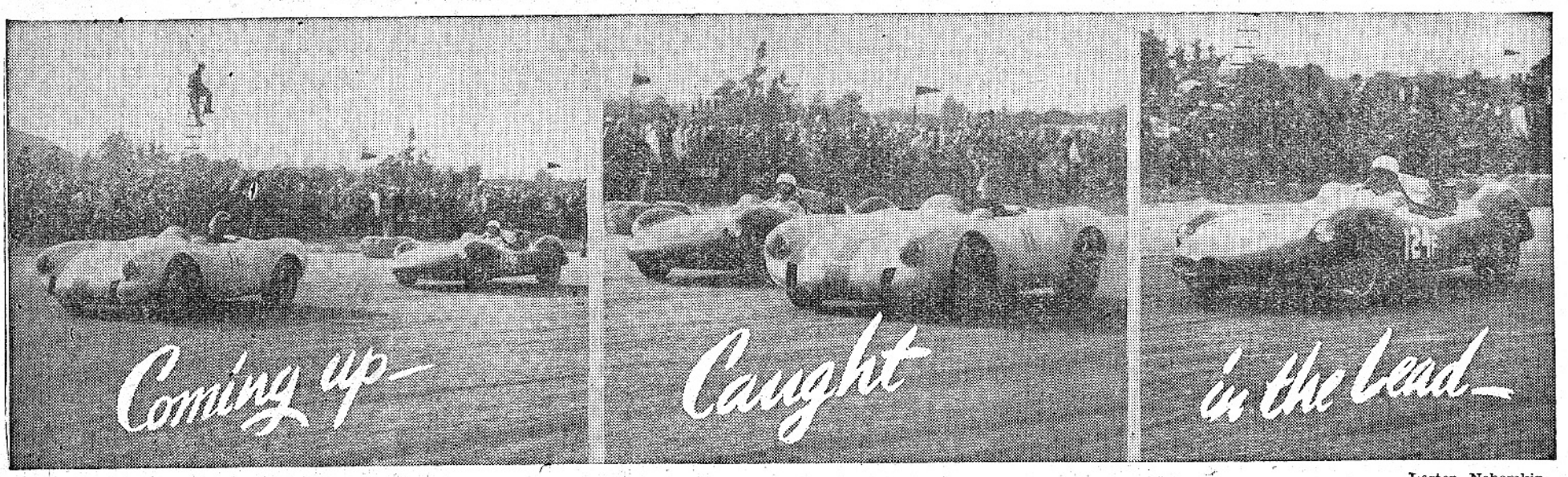
Phil thunderbolted into the lead at the drop of Al Torres' flag, followed by Jack and Ernie McAfee. He was never headed, increasing his lead each time around. The second time around it was Hill by 1500 feet, Ernie McAfee, Jack McAfee and Murphy — and that was the way they finished.

It was near the windup that Hill lapped McAfee. But to the latter's credit it should be pointed the new Italian job was in nowhere the shape of the 3-liter Monza he drove to victory in his last three main events. **(Turn to Page 1)**

Lester Nehamkin

CONGRATULATIONS!—Carolyn Knight Weedman, daughter of Gov. Goodwin Knight, shakes hands with Pete Lovely of Seattle after he won the 50-lap semi-main in a Porsche-Cooper. At left is the wife of the popular speed demon, who nailed John von Neumann by 23 seconds.

Palm Springs Next Stop for Sports Car-avan



DING-DONG BATTLE—For a while last Sunday at the SCCA Grand Central races in Glendale, Pete Lovely, Seattle, Porsche-Cooper, (124), and John von Neumann, Hollywood, Porsche Spyder, (11) waged a hectic duel. Here, Lovely guns after Von Neumann, catches him on the inside and pulls out in front. Pete went on to win easily, taking the under-1500cc race for modifieds by 23 seconds. Von Neumann finished second, followed by Jack McAfee, Bill Thomas and Johnny Porter. Lester Nehamkin

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Stocks in 200-Mile Classic

One of the most severe tests of all for the modern automobiles in production today gets underway Sunday afternoon, Nov. 20, when the top-ranking stock car drivers in the nation meet for a 200-mile late model stock car race over the twisting road racing course at Willow Springs.

Under sanction of the National Association for Stock Car Racing (NASCAR), virtually every popular make passenger car on the highway today will be represented.

One of the first to file an entry was Tim Flock, Atlanta, Ga., newly-crowned NASCAR Grand National Champion. Flock wrote stock racing history this season behind the wheel of a potent Chrysler 300, a virtual bomb containing 300 horsepower. The Willow Springs race will kick off the 1956 NASCAR season and he will be making his first title defense.

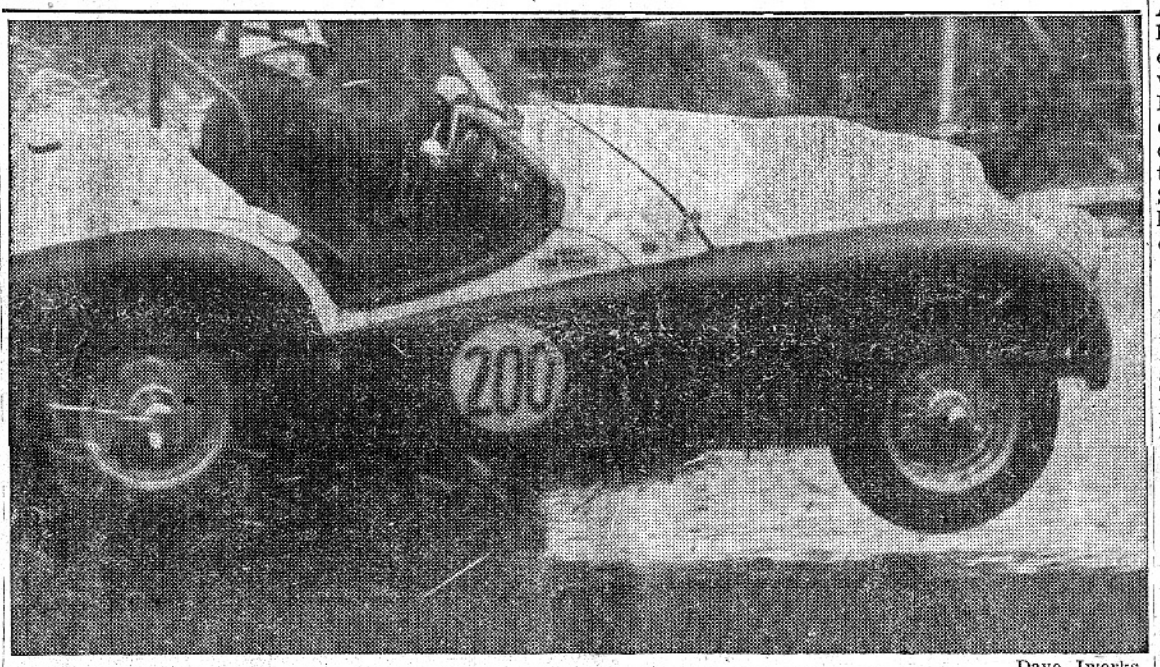
NELSON ENTERED

Norm Nelson, Racine, Wis., will drive a twin to Flock's Chrysler. This is the same machine in which Nelson won the

(Continued on Page 11, Col. 1)

AGE NO BARRIER

Lloyd Larsen, 57-year-old motorcyclist from San Gabriel, was one of three to make a clear climb over the hill in a recent Woodlands Hills hill climb.



WHAM — Smashiing action shot catches Bob Drake of Redondo Beach and his Triumph TR2 completely off the ground as he whammed into the hay on turn three in the over-1500cc main event at Grand Central races Sunday. This bit of unscheduled action forced Big Bob out of the race. Dave Iwerks

COMPLETE COVERAGE

Complete overall and class results and additional photographs of First National Grand Central Sports Car races at Glendale last Sunday —Pages 10-11.

Big Entry Due for Palm Springs Races

Biggest out-of-town exodus of sports cars since Torrey Pines wend their way to Palm Springs for the ninth running of the famous spa road races Dec. 3-4—and early indications point to the biggest ever.

The outlook is for 300 cars, the best in domestic and imported machinery, and even more drivers, including the top talent from all the Western states.

An enticing two-day program of 12 races — varied enough to make both the big and little drivers happy — has been announced by Race Chairmen Joe Weissman and Ray Frug of the sponsoring California Sports Car Club. The Long Beach MG Club and Women's Sports Car Club will tie in.

SCHEDULE SET

The schedule, involving some changes since the races held there last March, is as follows:

Saturday, Dec. 3 (all six laps) — 1, production sedans up to 1500cc; 2, productions under 1500cc; 3, productions over 1500cc; 4, 500cc only; 5, modifieds under 1500cc; 6, modifieds 1500-3000cc; 7, modifieds over 3000cc.

Sunday, Dec. 4—8, consolation under 1500cc, 10 laps. all cars not qualified for race 10, including all entries from race 1; 9, consolation over 1500cc, 10 laps, all cars not qualified for race 12; 10, under 1500cc main event, one hour, open to first 15 cars and first, second and third place class winners (if not in first 15) from race 2, and first 25 cars from race 5 and the first five cars from race 8; 11, women's race, 8 laps; 12, over 1500cc main event, 1½ hours, open to first 15 cars and first, second and third

(Continued on Page 11, Col. 1)

Matthews Airs Sports Car News

Popular Jim Matthews, the KNX commentator and Jaguar driver, is back on the air —good news for sports car race followers.

Jim now airs his "Sports Car Notes" on KNX on Saturdays during the 2 to 3 p.m. segment of the Maurice Hart Show.

He and his wife, Sue, race in many Southland sports car speedfests.

Hill Races Ferrari to Easy Win

(Continued from Cover Page)

The bigger Ferrari was sick. As early as the 10th lap it was hitting on five, and by the 42nd, eight laps before the finish, it was hitting on four. The way Hill was flying, though, it is questionable if Ernie would have caught him in this one, no matter what shape the car was in. Still, early in the going, Ernie hit the top speed of 130.4 mph on the back straight.

EARLY DUEL HECTIC

In direct contrast to the big-bore, the 50-lap semi-main for the modifieds under-1500cc was a thriller until the 36th lap, when Seattle's boyish-looking Pete Lovely caught Johnny von Neumann of Hollywood.

But once he nailed Von Neumann, he really poured it on in his low-slung Porsche-Cooper, gaining one and two seconds per lap and finally finishing 23 secons ahead of the Porsche Spyder.

Lovely took him on the inside of turn one, and wound up with a 90 mph average in 1 hr. 16 min. 31 sec. Jack McAfee, this time in a Porsche Spyder, was third, followed by Bill Thomas and Johnny Porter, also in Porsches, to make it a clean sweep for the German car.

In the 20-mile unrestricted go, which included the Formula III bombs, Terry Hall, Pacific Palisades, won in his Talbot Grand Prix car, averaging 85.1 mph. Next were Roy Jackson-Moore, Austin-Healey; Max Balchowsky, Buick-Doretti; Bob Drake, Triumph TR2, and Ray McLaughlin, Alfa Romeo Bat.

Dr. Leon Becker was in front in the Formula III, with Harry Morrow, Jim Trimble, Stuart Dane and Shay Rompell following.

CHEER FOR ESTES

In this whirl a big cheer went up for Bob Estes, thundering around in the famed 1928 Bugatti 35B that Otto Zipper boomed into gleaming condition. But alas! — the ancient and shining

(Continued on Page 10, Col. 3)

Photo Rally Slated By Arcadia Car Assn.

Arcadia Sportscar Association invites anyone interested in a fun-type rally to participate in the group's Photo Rallye.

First car leaves the west entrance to the Santa Anita race track parking lot at 8 a.m., Sunday, Nov. 20. Post entries will be accepted. The fee is $1. Participants are requested to bring their own lunch and a good navigator.

For more information, call Doug Cates, FOrrest 8-5039.

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In This Issue

Cover—Phil Hill and Pete Lovely win feature SCAA races at Grand Central Airport, Glendale, by Gus V. Vignolle . . . Photos of victors following 50-lappers.

1—Photos of Pete Lovely taking measure of John von Neumann, Bob Drake bursting into hay bale . . . Stock cars in Willow Springs 200-miler Sunday . . . Big field looms for Palm Springs races Dec. 3-4.

2—Racing Pow-Wow, by Maury Powell . . . Letters . . . Sports Car-Toon, by Bill Harmer . . . The Duke Wonders.

3—Vignettes, by Gus V. Vignolle . . . Road Racing Register Pro Benefits Cited . . . Work of So. Calif. Council of Sports Car Clubs told.

4—Up the Straights, by Jim Mourning . . . Classified Ads . . . Formula III Racing, by Mike Siakooles . . . Q. & A. Dept., by Jim Mourning.

5—Second installment of sports car history, by Jim Mourning . . . Checkered Flag, by Art Lauring, L.A. Times columnist . . . Calendar of Events . . . Sporty Proposed as Sports Car Character.

6—Sportraitures (Johnny Porter), by Manning Hall . . . Watching road races, by Henry N. Manney III . . . Jim Peterson elected president of driver's group . . . Beef on Gresvick von Kneissel.

7—MOTORACING gets big boost from readers . . .

8—More on rallies, by Buzz de Bardas . . . Johnson midget winner at Willow Springs . . . Motorcycling, by Spencer Sprocket . . . Racing world mourns death of Jack McGrath.

9—Why the sedans were banned, by Cabazon and Roger Barlow . . . Hot-rodders meet in Arizona for national finals, by Lester Nehamkin . . . One Man Speaks, letter from Charles Beaumont.

10—Reprint from L.A. Times — IN THE PITS, by Art Lauring . . . Action photos of Grand Central races.

11—Complete overall and class winners at Grand Central races . . . Willow Springs map.

• Racing Pow-Wow

★ ★ ★

MOHAMED'S PHOENIX RACE RECORD-BREAKER ...21 OF 28 QUALIFIERS BROKE RECORDS...

By Maury Powell

THIS COLUMN is written following our return home from viewing the Bobby Ball Memorial 100-miler in Phoenix Sunday, November 6.

It was the last race of the 1955 AAA National Championship season that started with the Indianapolis 500-miler last Memorial Day.

It was the last race under the sanction of the AA Contest Board on its regular schedule after some 54 years in the sport.

It was, as things transpired, the last race for Driver Jack McGrath.

Aside from the tragic mishap which took McGrath's life, the show would have been a smashing success and a fitting event for the various swan songs involved.

MAURY POWELL

Some 11,000 fans paid a gross gate of $36,000, resulting in a purse of nearly $13,000 — the largest in the six-year history of the Phoenix 100-miler.

The promoter was Ernie Mohamed, Phoenix contractor who has been staging races at his South Mountain paved quarter-miler and at various other Arizona tracks. Mohamed turned in a fine job from every aspect in his first big-time AAA promotion.

LAST YEAR'S RACE WAS A FIASCO

He was in an unenviable position, what with last year's fiasco —wherein the race had to be halted about one-third way through due to poor track conditions.

He sold the public on the fact that he was a road-building contractor with scads of equipment and the right men to use them in preparing a good, fast track.

They believed him—but good. The box seats were sold out days before the show. On race day every ticket was sold and the fans poured in although the standing room only sign was displayed.

● ● ●

Since McGrath's death, some anti-racing elements were too quick to condemn the rough track conditions. They conveniently overlooked the fact that 21 of the 28 qualifiers BROKE THE TRACK RECORD THAT WAS SET BY BOBBY BALL IN 1950! YES, EVERY ONE OF THE 18 STARTERS PLUS THREE OTHERS SLICED :37.77.

As for the race, most of the drivers expressed their compliments to Mohamed on the track's surface. Although rough, it was the best ever at Phoenix. Many fans are not aware that due to fairgrounds horse-racing, the auto race promoter cannot begin track preparation until 6 p.m. Saturday, day before the race! At most other plants the promoter has from two to three weeks.

SWEIKERT OUT—BROKEN BRAKE LINE

Johnny Tolan was the early leader until his Anderson Special began overheating. He was passed by McGrath on the 17th circuit, at which point Indianapolis winner Bob Sweikert left the race due to a broken brake line.

Johnny Thomson forged ahead of McGrath on the 30th lap, with McGrath holding on to second ahead of the fast-closing Jimmy Bryan. The latter moved into second on the 47th circuit, set his sights on Thomson and drove under the latter on the 54th lap to assume the lead he never relinquished.

There was quite a bit of drama connected with the qualifying before Bryan made the field, incidentally. He drew No. 27 among the 28 clockers, and the best surface was gone, of course. On his first lap he was about 15 hundredths short of the time he needed to bump a man from the field. Chief Mechanic Clint Brawner signalled him to pour on the coals—and pour 'em on he did. Made the grade easily. What a driver!

(Continued on Page 10 Cols. 1-2)

MOTORACING

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★ Letters ★

Thank You, Sir

Enclosed subscription blank and one buck. Your paper is fine. It is not pretentious nor is it tainted with the Ladies' Club air so common to this sort of thing. But, most important, it steers clear of the amateur high school journal setup. In all, a good, straightforward news bulletin, crackling with style and information, and precisely what we've been waiting for. I wish MOTORRACING every measure of success.

Charles Beaumont
North Hollywood, Calif.

Opposed to Racing

I don't think you are the one who has been puffing the opium pipe, but I do know that this fellow Maury Powell has. The article he wrote about this deadly sport resulting in automotive improvements is just so much hogwash.

Isn't that a dandy—racing gave us the rear-view mirror! Indianapolis comes up with the rear-view mirror! I suppose this item wouldn't have come to the world if it had not been for racing.

Detroit seems to do OK with its indoor labs. Let's quit plugging racing while whistling in the dark, Mr. Powell. Who do you think you're kidding anyway?

F. G. Quist
Los Angeles 19, Calif.

Slight Correction Here

So the slaughter continues! Not long ago racing killed a fine actor and a fine person in James Dean. And now Jack McGrath—and I understand he was a wonderful person. Next?

Frank Stilsone
San Diego, Calif.

(ED. NOTE—James Dean was killed while driving his Porsche Spyder on the highway.)

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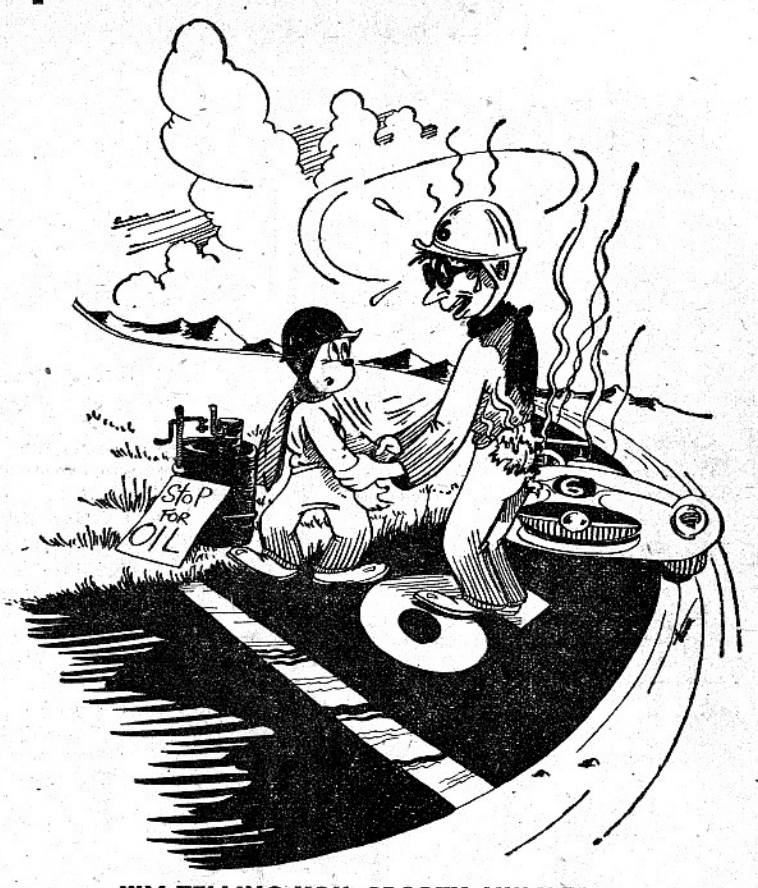
M. B. Davis
Studio City, Calif.

(ED. NOTE: Please check blank on page 3.)

(Continued on Page 7)

Sports Car-Toon ★ By Bill Harmer



'I'M TELLING YOU, SPORTY, NUMBER 6 IS TOO D—— LOW-SLUNG.'

THE DUKE WONDERS...

IF READERS of Modern Man know that the recent blast against Cadillacs was penned under a nom de plume by a local publisher with a reputation among sports car aficionados?

● ● ●

Whether there's any truth to the rumor that a local distributor is planning an operation that will give the west an equivalent of the East Coast's Momo Corporation?

● ● ●

Whatever happened to all the racing drivers, mechanics and enthusiasts who were screaming for Formula Libre events?

● ● ●

If the field of sporting cars is loaded with guilty consciences or whether it's just merest coincidence that as many as three and four people rise to protest a single item in this column?

● ● ●

Whether a certain truculent newspaper "columnist" is going to keep insisting on special dispensation until he either gets bruises, broken bones and battered epidermis or whether he's going to reform and get back into the officials' good graces?

● ● ●

If someone goofed when the Women's Sport Car Club was incorporated or whether they are interested in only one sport?

● ● ●

What caused the misunderstanding twixt a club and a prospective member that forced the driver to miss the Glendale race because he was informed by sponsoring officials that it would cost him nearly $50 to enter?

● ● ●

If enough MG A's have actually been produced up to this point to qualify them as a production car under U.S. regulations?

● ● ●

Why race sponsoring organizations don't have continuous lap timing, since it would be of interest to spectators and competitors alike?

● ● ●

Why some alleged MG stock cars are so d--- much faster than others on the straights (at an eastern track recently a supposedly stock MG hit 102 mph on a slight slope!)?

● ● ●

Who the person was, back in 1935, who was most responsible for starting the foreign car movement in this country and what car did he handle?

● ● ●

Why the Women's Sport (sic) Car Club, Inc., made it "sport car" instead of "sports car"?

● ● ●

Why the new VW-Karrmen-Ghia has been delivered in San Francisco and shown there, but not in Los Angeles?

● ● ●

How many people realize that a garage allegedly specializing in sports cars told a client that some fool had used incorrect con rods and filed them to fit when all that was visible were the marks left when the engine was balanced?

● ● ●

What amateur racing driver sponsored a car at the pro races at Willow Springs and got away with it?

● ● ●

What the reason is behind a local distributor's insistence on deprecating the performance of one of the drivers of his wares, though he turned some of the fastest laps in class at Torrey?

● ● ●

If Stirling Moss will be able to accept the invitation of a local entusiasta to compete at Palm Springs or whether the lack of an FIA sanction will scuttle the whole proposition?

● ● ●

If a "prolific and acknowledged authority on the sport of road racing" is now sans hirsute appendage because of the ribbing of race committee officials?

● ● ●

If several parties assertedly working on new track "deals" are aware that the locations are no longer secret and because this is practically a matter of public record, the stories soon will break into print—in MOTORACING.

• Vignettes

★ ★ ★

WHO WINS THESE RACES—JOSEPH BLOW OR THE GUY WHO RECEIVES AN ASSIST?

by Gus V. Vignolle

JUST FOR the sake of jolly ol' sport, let's say you are not a sports car dealer or distributor, you do not run a repair shop, you have no tieup with the factory — in fact, you are just an ordinary Babbitt-inclined Joseph Blow.

And you want to race your little sports car in all these races which are becoming bigger and bigger and bigger.

GUS V. VIGNOLLE

You're completely on your own, and you don't even know a dealer who would be disposed to have you drive for him.

What are your chances, Jose Ohblay?

This preface and possible beating about the shrubbery vegetation is by way of letting you know that your chances ain't too hot.

Matter of fact, unless you get some poobah help, we'd say your chances are lousy.

This point was brought very forcefully to the attention of this writer by one of the over-all winners at Torrey Pines. This fellow dropped over to the office during his five-hour lunch period, dug his cane into our emaciated ribs and began making with words.

• • •

A PITCH FOR THE 'LITTLE GUY'

The funny thing is that he came up to give a pitch for the "little guy." This fellow has nothing but time. He is known to sponge into his big upholstered leather chair in his library and stare blankly into space for three hours at a crack without batting an eye. That is no mean feat. But for him it comes easy. It just comes natural. If you think this is easy, just try it sometime.

Puffing on a big stogie and languidly blowing smoke rings the size of a doughnut that might appeal to Gargantua, this opulent and cultured gentleman, speaking in a slow, measured tone, croaked:

"You know, the 'little guy' ain't got a chance, and I mean the term 'little guy' to embrace those who do not have an 'in' or connection."

Then he took the last Torrey Pines races as an example and proceeded to prove that his big stogie was not loaded with marijuana.

• • •

It was difficult to take notes because the smog, compounded with the smoke from his stogie, reduced visibility to zero. But as close as we can remember, here is a bit of the biographical data associated with the Torrey winners that he brought out.

Pearce Woods, who won the six-hour endurance race, is the sales manager for a Whittier firm that handles Jaguars, the marque in which he solidly belted the field driving solo.

SOME HELP FROM THE FACTORY

Phil Hill and Paul O'Shea, who finished second, had their pits run personally by the Mercedes-Benz competition department. Roy Jackson-Moore, who with Bill Pringle took third, is a factory representative for Austin-Healey. Jack McAfee, fourth, is a Porsche-Volkswagen dealer in the Valley. He didn't drive a VW in this one.

Now, take the Sunday races the next day.

Jean Pierre Kunstle snared the race for productions up to 1500cc in a Porsche Speedster. JP is a Volkswagen dealer in Carmel or thereabouts.

• • •

Young Bruce Kessler nailed the one for productions over 1500cc. Bruce and Lance Reventlow, owner of the winning (and crippled, yet) Mercedes-Benz 300SL, have the backing of the MB factory. And don't let anybody tell you differently. Same deal as Hill and O'Shea.

Charming Pat Sawyer won the women's race. She drove Nick Pastor's Triumph TR2. It is not exactly a secret that Pastor is a dealer of imported cars.

Then came Johnny Fox, who took the Formula III mix. He is a Cooper distributor up north. In race five for the under-1500cc modifieds, as is usually the case, it was Kenneth Miles in that verdant MG pistola.

The Britisher, of course, is MR. MG himself. He is the service manager in the speed shop of Clem Atwater out in the Valley.

THEN RACES WOULDN'T DRAW FLIES

And in the finale, for the bombas grandes, numero uno was Bill Murphy with a short wheel-based Buick-Kurtis. He is a Buick dealer out in Culver City.

So there you are, Dad, as Henry N. Manney III would say.

Reduced to something other than unintelligible patois, this verbiage is intended to mean that if you are drivng for a dealer or distributor or manufacturer, you have a somewhat better chance than the proverbial snowball of getting the Torres checkered flag first.

So what are you going to do—boot all of these guys out and let the diminutive Giuseppe Blows fight it out?

If that happens, Dad, to requote Henry N. Manney III, you know what?—these races wouldn't even draw flies!

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Big Job for S.C. Council

Although not as well known as the FIA or the AAA, there is an organization here operating for betterment of the sports car movement, the Southern California Council of Sports Car Clubs.

The Council was formed in 1953 to act as clearing organization for the multitude of races, rallies, gymkhannas, hill climbs, concours and trials, often planned for the same day.

CODES ADOPTED

Codes and standards have been suggested, modified and finally adopted to insure all competitors that, if an event is on the "Council Calendar," it must be a good one.

This year the Council is operating under the leadership of Howard W. Frank, who has the able assistance of the cream of the sports car field.

The Council's standards, rules and regulations are daily gaining recognition throughout the U.S. Seldom does a day go by without the mail to the Council containing at least one question on the conduct of either a race, a rallye, a hill climb, etc.

'56 DATES SOUGHT

At present the 36-member clubs are requesting dates for their 1956 calendar. First dates, of course, are given to the racing clubs. Following is a list of 1956 dates for races on the "Council Calendar":

Jan. 14-15, C.S.C.C.
Feb. 11-12, C.S.C.C.
Feb. 25-26, S.C.C.A.
March 17-18, C.S.C.C.
April 7-8, S.C.C.A.
April 21-22, Pebble Beach.
April 28-29, So. Calif. S.C.C.
May 19-20, C.S.C.C.
June 2-3, S.C.C.A.
June 23-24, C.S.C.C.
July 7-8, So. Calif. S.C.C.
July 21-22, C.S.C.C.
August 18-19, C.S.C.C.
Sept. 1-2-3, C.S.C.C.
Sept. 22-23, So. Calif. S.C.C.
Oct. 6-7, S.C.C.A.
Oct. 20-21, C.S.C.C.
Nov. 3-4, S.C.C.A.
Nov. 17-18, L.B.M.G.
Dec. 8-9, C.S.C.C.

Any sports car club wishing to gain membership in the Council, please contact Mrs. Jay Lamona, 10523 Cayuga Ave., Pacoima, Calif.

Submitted by E. J. DeBardas, publicity chairman, So. Calif. Council Sports Car Clubs.

Road Racing Register Pro Benefits Cited by Bellesiles

(ED. NOTE: Road Racing Register is an organization recently set up to foster professional racing as it differs from amateur club racing. MOTORACING is neither for nor against RRR. Views set forth herein are those of RRR and Jacques Bellesiles, and do not express the attitude of this publication.)

By Jacques Bellesiles

Aims, functions and advantages of the newly-formed Road Racing Register were explained at a recent general meeting of the club, which is seeking to conscript drivers for professional racing. It was held at Blarney Castle.

Speaking on behalf of George Beavis, president, this writer said, "Briefly, the advantages are as follows:

"Money should amount to over a thousand dollars for main event winners, $200 to $400 for production car race winners. These figures are based on crowds no larger than the clubs have been drawing in this area.

RACING A BUSINESS

"Since money is involved, you can reasonably call racing a business. Thus you can deduct all parts, mechanics' fees, food and lodging while at the race, and any other reasonable expense from your income tax. Further, you can depreciate the cost of your car over a period of time. For most people, the savings in income tax alone will pay for most of your year's racing. Why not let your accountant tell you how really attractive this feature is?

"Any profits realized by the club during the year will be distributed at the end of the year in the form of a Championship fund. This will be on a point system and all the active members should share in the pot.

"Since this is a club composed exclusively of drivers, all our races will be exactly what the drivers want them to be. No longer will non-racing club members force their will on the drivers.

TROPHIES OFFERED

"In spite of these advantages, there are still some who will want to retain their amateur standing. They may do so by accepting a trophy instead of money. You will note the question asked on the entry blank is: 'Have you accepted money . . .?' And we promise you that the trophies you'll win at RRR races will be the most beautiful you've ever seen."

Those in attendance were told to call Beavis at NE. 2-3661, or Ralph Phillips at HO. 9-2309 for further information.

MILES, CURRY COMMENT ON PRO RACING RULE

MOTORACING contacted Ken Miles, president of the CSCC, and Phil Curry, president of the L.A. Region of the SCCA, regarding Bellesiles' last paragraph. This is what they had to say:

MILES: "We had a meeting and the ruling was that if anybody takes part, enters or runs in what is classified as a pro-event, they are disqualified from amateur status for one year. The mere act of taking part, whether they receive remuneration or not, disqualifies them from participation in CSCC amateur events for one year. A recent rule disqualifies the driver, the entrant and the car, unless the car changes hands."

CURRY: "My understanding of the present interpretation of the SCCA's rules is that amateurs cannot compete in a pro meet. I am to talk to Charles Moran, Jr., (National SCCA president) regarding further clarification, having been pressed to do so by Beavis and Bellesiles."

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11-18-55

• Up the Straights

☆ ☆ ☆

OK, LET'S TALK ABOUT PRO RACING . . . CAN CLUBS OUT-PROMOTE PROMOTERS?

By Jim Mourning

THOUGH WE realize that we run the risk of social ostracism for using a vulgar word, let's talk about professional road racing. It's about time somebody did. There's been a deal of conversation, both inarticulate and otherwise, about the subject in the past few months. To date, however, no one has been willing to look the situation square in the eyeball and put it into print, thereby risking life, limb and ear drums.

Despite a three-year hitch as spectator, official, competitor and, most recently, as a writer trying to be objective, this collumn doesn't consider itself expert. We just have a penchant for sticking our neck out a little further than the next guy.

UP TO READERS

But harkening back to a college instructor who cautioned us never to come out directly in favor of anything except motherhood, the American flag and the return of the 5c cigar, we aren't going to try to take sides. We'll just bring up some interesting points and let you, dear readers, stick your own necks out.

• • •

One of the most frequently-voiced arguments of the dash-for-cash laddies is that professional racing is inevitable. But nothing, to coin a cliche, except death and taxes are inevitable. However, the point does deserve a quick perusal.

Admittedly, no amateur sport that ever drew a crowd larger than a half dozen relatives stayed simon pure very long. Even such relatively minor activities as track and field, walking marathons and figure skating have their tainted and untainted. There's something about a healthy cluster of people willing to pay two bucks a head that makes professional promoters awfully difficult to discourage.

And though road racing, as sponsored by the clubs, has stoutly attempted to keep its escutcheon unsullied, aren't many of the members of these clubs sidling into professionalism? According to the rulings of the Olympic Committee and various athletic commissions—such as those for tennis, skating and swimming—the mere acceptance of valuable merchandise can brand a competitor a pro.

Where does this put the drivers who have taken home cases of oil, bottles of bourbon, merchandise orders and the like from rallies, gymkhanas and other minor spectator sports?

• • •

Even among many of the allegedly amateur bale-bashers, the question of how they can afford to tour the country competing without pay is greeted with a cynical "Don't be naive."

If the clubs don't feel that pro-goes are inevitable, they'd better start watching that camel with his head in the tent. If they feel they are, then their opposition is without foundation.

But we said that professional road racing wasn't necessarily inevitable. And it isn't. If sponsoring clubs can organize and promote on a level above the professional, they'll keep the spectators. And, despite assertions to the contrary, it's John Dough and his Almighty Dollar that make road racing possible. But providing such events is a tall order and the clubs have shown either reluctance or inability to begin the climb. That raises the question of whether the clubs can out-promote the promoters when the occasion demands.

• • •

Club officials had better find the answer to that one before things go much further. Part-time amateur promotion, admittedly, has it rough bucking a full-time proposition, but that's the way the ball bounces and it ain't no good saying it ain't.

DO YOU KNOW?

Q. & A. DEPT. - - -

By Jim Mourning

SINCE passenger vehicle, sports cars and racing machines were pretty much the same thing before 1912, this week's quiz is devoted to those dim, dark days of yore. And if anyone tells you they got 100 per cent, you can be certain that they are either considerably older than they look or are very prolific readers. It would help, too, if they had earned the title of pointy-head.

HERE ARE THE QUESTIONS

1. Recently, Ford announced that Thunderbirds would soon be available with superchargers. What was the first blown car?
2. The first horseless carriage was driven much earlier than most people realize. When was the first such occasion?
3. The 1955 Lancia front suspension had a much older counterpart. What car boasted the first independent front suspension?
4. What vehicle carried the first 4-wheel suspension?
5. Hemespherical combustion chambers are far from new, brags of car builders to the contrary. What car first appeared so equipped?
6. The overhead valve set-up of Chrysler V-8's was preceded by a car carrying a similar set-up. What was that car?
7. Torque converters were on the market before many of you were born. When was one first offered to the public?
8. To prove that very little is really new, when were the first multiple throat carburetors presented?
9. Opponents of sports cars take great pains to indicate that floor shifts are obsolete and that column shifts represent advancement. When was a steering wheel shift first used?
10. Much the same argument is made for automatic transmissions. When were they first seen?

AND THE ANSWERS

(1) A supercharger was offered as an optional extra on the 1907 Chadwick. (2) On May 27, 1826, when Samuel Brown drove his own creation in London. (3) The 1903 Daimler. (4) The 1908 Brush Runabout which sold for $350. (5) The 1907 Welch was so set up. (6) Once again, the 1907 Welch. (7) Dey Griswold offered them for sale in 1895. (8) The Stearn, Winton, Columbia and Matheson all used them before 1910. (9) On the 1906 Autocar. (10) In 1915 on the Owen Magnetic.

ACTRESS Marilyn Johnson pretends she'll take over '55 Chevrolet from Driver Ed Pagan for 200-mile NASCAR late model stock car race at Willow Springs road course Sunday (Nov. 20).

36 More Members Sign Up With CSCC

The California Sports Car Club announces the addition of 36 more names to its membership roster. They are as follows:

Charles S. Baker, Harry J. Bonenberger, M. B. Davis, Bill Dredge, Steve Dredge, Paul P. Engleton, Bill R. Eagleston, Troy Edwards, John W. Ferrell, Jr., James R. Firestone, Jack G. Gregory, John A. Gutman, James G. Hackman, Henry Henkel, Edward G. Huefe, Jr., Harlow Hummel, Arlene G. Kapner, Morris Kirch, "Diki" Kleinman, Hal Landaker, George R. Luckey, Jr., Robert J. Mendel, Jack E. McAfee, James M. Owen, M. A. Payrow, Gary P. Pedigo, Donald C. Russell, Patricia P. Sawyer, Gene Sherman, Douglas E. Smith, Roy A. Squires, James Talcott, Bill M. Watkins, Art Wilcox, Robert C. Will, John Shaw.

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HI THERE—I am offering my beautiful Arnolt MG for sale. You of the Southland will recognize this Concours winner. Special two-tone silver lacquer on the Italian body designed by Bertone. Naturally the car boasts Borrani wheels. A Laystall head of aluminum gives 9.3 compression, added hosepower, increases acceleration and higher top speed. MG Mitten accessories include valve cover, side plate, air cleaners. Tonneau cover and many other functional accessories complete the picture. This car is perfect throughout and priced at $3500. You can't lose. Marion Weber, CU 31410.

1927 BUGATTI type 35C two-litre supercharged Grand Prix car with full road equipment. This car is in top condition and ready to race in C8CC Formula Libre events. Here is a clean collector's item at rock bottom price. Interesting trades considered. Foreign Car Center, P. O. Box 3687, Carmel, Calif.

1950 FORD 10 powered 4 seat Morgan Three Wheeler. Car runs and looks good. $1,400 bottom price. Foreign Car Center, P. O. Box 3687, Carmel, Calif.

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$550 FOR EQUITY in 1953 modified Jaguar, dark green, 21,000 miles, radio, heater, tonneau cover, windwings. Call Ed, AN-11736, after 7 p.m.

DO-IT-YOURSELF Ferrari Kit. 2.3 Touring bodied coupe. Engine apart. Many new parts. Call Henry Manney, WE 13835.

MERCEDES-BENZ 300SL, low mileage, special tires, safety belts, large radio, etc. Bob Keatinge, 5101 Lankershim Blvd., North Hollywood. SU. 3-4384

1954 MERCEDES-BENZ 300S convertible, FM-AM radio, 4-piece luggage set to match interior, low mileage, original price $15,000. Bill Gardner CR. 5-9644

BUY, SELL, TRADE

LET'S SWAP a lot in Arrowhead Village, 75x75 ft. for a clean MG TD or 1300cc Porsche. Ralph E. Phillips. GRanite 2-3628

FORMULA III RACING

By Mike Siakooles

THE SCCA National Sacramento Road Races saw a straight Formula III event scheduled for the first time—and this recognition was greatly appreciated by the 500ccc Club. From Seattle came George Keckwith, Cooper DO Norton; Ralph Ormsby, Cooper DO Norton; Tom Meehan, Cooper SC Norton, and Al Kleinberg, Cooper JAP.

MIKE SIAKOOLES

The Trimble brothers, Dick and Big Jim, were there from Fresno, both with Coopers JAPs. Dr. Leon Becker, Cooper JAP; John Fox, Cooper Norton, and Bob Korst, Effyh JAP, represented the Bay area. Hard-driving Harry Morrow, JBS JAP, Burbank, upheld his point-standing lead.

FOX'S LEAD ENDS

Fox was first into turn one, followed by Korst (making good use of his motorcycle experience). By lap four, Klienberg and Jim Trimble were out after being involved with some haybales. On lap five, Dick Trimble retired with a broken U-joint. Meehan blew his engine on lap six.

The eighth saw Ormsby and Morrow battling for third, with Harry taking an excursion through the pits, thus losing his position. Korst gave up second when his engine blew on lap nine, and Fox's lead ended in a haybale on the 12th, putting Ormsby first, Morrow second and Dr. Becker third. This order remained to the checkered flag.

• • •

With incorporation of the 500cc Club, many new officials have been appointed — Jim Mourning, chairman, Publication committee; Elvin Joe, chairman, Drivers' committee; Leonard Leyhe, chairman, Technical committee, and Jack Nichols, chairman, Competition committee.

MORROW IN FRONT

Nichols' duties include being race coordinator between the 500cc Club and the race-sponsoring organization.

Top five in point standings as of the Sacramento Road Races: Morrow, 51; Fox, 43; Dr. Becker, 38; Dick Trimble, 23; Jim Trimble, 22.

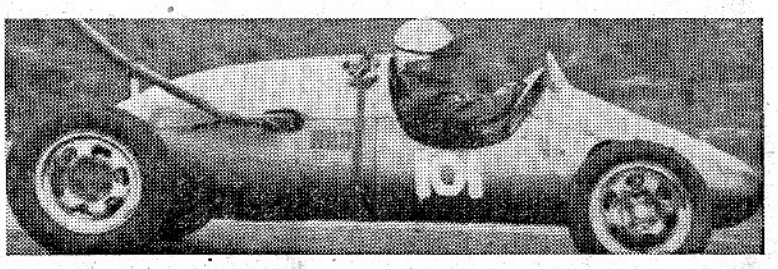
For any 500cc information contact the 500cc Club of America, Inc., 2708 W. Magnolia Blvd., Burbank, Calif.

• • •

It should be easy for a Formula III driver to be a bartender. Why? Just watch a 500cc car idle. Then watch a bartender mix a martini. Both have the shakes.

HENDERSON SWITCHES

Col. Bill Henderson, well-known sports car racing figure, has joined the Universal Saf-T firm in Hollywood. He formerly was associated with TV-motion picture and sports wear undertakings.



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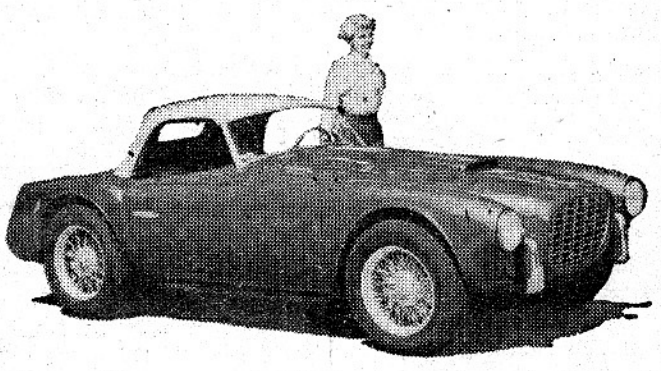

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• Checkered Flag

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WHY CHEERS FOR CONTINENTAL MARK II? SMALLER, MORE ECONOMICAL UNITS SOUGHT

By Art Lauring
Los Angeles Times Columnist

IN HUXLEY'S unique "Brave New World" the race of that futuristic, imaginative era, jaded with their Malthusian belts, "feelie-smellie" movies and other technological assists, cast toward the past for surcease from their high RPM-Torque existence.

It will be recalled that the author, with tongue-in-cheek, even prescribed a production-line religion. And the reigning deity was "The Great Ford!"

ART LAURING

The protagonists of the novel, rebelling against technological glitter, sought refuge in a sanctuary where The Past And Its Good Old Customs prevailed.

Today, oddly enough, there seems to be a similar "real-life" trend. And since MOTORACING is dedicated to heat-engines and rubber-shod wheels, your writer will narrow his contention to the growing craze for automotive "classics."

It is understandable when young "old-timers" (to borrow E. V. Durling's brush) lovingly cast back to their more agile years by haunting iron bone-yards to find and restore a Stutz Bearcat, Pierce-Arrow or Mercer. It is to their credit that they are willing to devote time, skill, patience and treasure to the rehabilitation of those tremendous, top-heavy, square-flanked creations that used to do strenuous battle with what passed for highways and byways in the good old days!

THIS MAKES YOU WONDER

After all people collect armor and stamps—ergo, why not gas-propelled buggies! But when a vast corporation decides to literally reverse the clock by offering, at a high-caloried price, a Brobdingnagian product — it makes one ponder.

● ● ●

This writer gazed upon the Continental Mark II. He studied it from every possible angle, sat in it, gingerly maneouvered it through a few corners and over smooth pavement. For the first time he had an inkling of how the skipper of the Monitor felt when, ensconced within the turret of his "cheesebox-on-a-shingle" he sallied forth during the Civil War to battle the Merrimac.

Seated in this sleek, concoction which, when fully loaded, tips the beam at 5500-plus pounds, your humble reporter stared over vast expanses of hood and trunk, fore-and-aft and was humbled.

GENUFLECT BEFORE MARK II

Engineers pointed out that true efficiency consists of greater and more economical performance packaged in smaller, lighter, cheaper units. And yet everyone genuflects before the Mark II. Even the monthly automotive magazines have indulged in gusty, sighing adulation. A return to the classics, forsooth! Why not, then, exposed running-boards and let's do away with garbage disposals! Significantly, another fabricator of high-priced automotive merchandise is about to gamble that the public wants to march ahead — not backward. He will shortly unveil his "custom" buggie—but, by comparison, it will be virtually tiny, streamlined and featherweight.

● ● ●

TOO MANY RACES, SCRIVENER SAYS

PARTS BIN: Speaking of the classic rabbit story, has anyone noticed how **Tony Parravano** is accomplishing the same thing with Ferraris? The intense, wealthy contractor is presently in Europe grabbing not only Ferraris but Maseratis and Aston-Martins. He has already signed **Carroll Shelby** of Dallas and **Masten Gregory** of Kansas City to become part of his sports car racing stable. With the alleged purchase of 16 new squatsters Signor Parravano now holds the "pinks" on 24 go-devils, so we are told! . . . 'Twas with mixed feelings that this chronicler received CSCC word of a 10-race program for 1956. When one considers the fact that the Northern Region SCCA has a few meets up its sleeve, not to overlook the L.A. SCCA's forthcoming plans, it could average out to one and one-half, perhaps two races a month and that's downright absurd! Back off on the throttle, messieurs: a six-to-eight meet agenda is sufficient, methinks! . . . or do you want to drive the production driver-owner troops out of the picture entirely and leave the battling to a mere handful of moneyed generals? . . . **Gary Pedigo** with **Larry Clark** will continue to perpetuate the fine Pedigo tradition at the familiar Santa Monica and Wilshire location . . .

Calendar of Events

NOVEMBER 16—CSCC Dinner meeting, Carolina Pines, 7315 Melrose Ave.
NOVEMBER 17—Austin-Healey Owners' Club, 7341 Willoughby Ave., 8 p.m.
NOVEMBER 19-20—NHRA National drag championship finals, Phoenix.
NOVEMBER 20—Santa Monica FCC, Rallye Finale, Ventura & Sepulveda, 7:30 a.m.
NOVEMBER 20—NASCAR 200-mile late model stock car road race, Willow Springs.
NOVEMBER 20—Volkswagen Owners' Club, Economy Run, Washington Blvd. & Greenwood, Montebello.
NOVEMBER 20—Porsche Owners' Club, time trials, early to mid-afternoon.
*NOVEMBER 26-27—M.G. Car Club, "Tour Des Anges" annual rally.
NOVEMBER 27—SCCA Concours d' Elegance, Miramar Hotel, Santa Monica, 10 a.m. to 5 p.m.
*DECEMBER 3-4—9th running Palm Springs Road Races, California Sports Car Club.
DECEMBER 5-11—Nassau Speed Week, Bahamas Automotive Club.
DECEMBER 6—SCCA annual meeting and elections, Poinsettia Playground, 8 p.m.
DECEMBER 18—Austin-Healey Owners' Club, 7341 Willoughby Ave., 8 p.m.
DECEMBER 21—Dinner meeting, California Sports Car Club.
*Approved by Southern California Council of Sports Car Clubs.

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In the Beginning:

FIRST ROAD RACE IN 1894; STEAMER NABS 80-MILER

By Jim Mourning

IN 1894, LE PETIT Journal, a French newspaper, sponsored the first organized road race over the 80 miles of rutted trails that connected Paris with Rouen. Out of 21 starters, 17 managed to reach the finish line, no mean feat in itself in those pioneering days. First into Rouen was Count de Dion in his steamer, the only time either steam or electricity ever supplied a serious challenge to gasoline on a race covering any distance. But since honors were bestowed on the basis of comfort and general appearance as well as speed, first-place money was divided between a Peugeot and a Panhard.

The following year a considerably longer race was attempted in Europe, and America made its first organized try at automotive competition.

The European affair was the 732-mile grind from Paris to Bordeaux and return, over back-breaking roads that were never intended to accomodate the puffing, snorting vehicles that thundered along them. The winning car clipped along at the brisk average of 15 mph.

FIASCOS NOT NEW

Among the first recorded pioneers on the American scene were the motorized crackerboxes that participated in the Herald-Times race in 1895 and the all-gasoline race in Detroit in 1897.

America's first race came as close to being a fiasco as anything ever run in this country. The preliminaries were filled with difficulties that resulted in one postponement, but on November 28 the small group of competitors left Jackson Park in Chicago and headed for Evanston, 52 miles away. With over a foot of slushy snow making the footing hazardous and with intermittent snows obscuring the circuit, it turned out to be anybody's race.

First into Evanston was the relatively slow Duryea, which only developed about two horsepower. The three pre-race favorites, boasting about three hp apiece, were all forced out because of accidents along the course.

From the early inception of the automobile until 1897, British law required any motor vehicle travelling on the highway to be preceeded by a man on foot carrying a red flag. On November 14 the law was repealed and the delighted motoring fans of England sponsored a run from London to Brighton to celebrate. This same run incidentally, is still made each year by a group of antique car enthusiasts and was the subject of a recent British comedy.

Duryea, wishing to show America's progress in the growing field of automotives, shipped two of his cars to England for the event. Under the guiding hand of his brother, one of the cars won out over nearly 60 entrants from every major country in Europe.

By 1903 interest in the automotive field was growing rapidly when an event occurred that almost sounded taps over the field of sporting cars.

EARLY-DAY LE MANS

Some 250 cars turned out for what promised to be the most exciting road race yet held—from Paris to Bordeaux to Madrid. Rocketing across roads that were rutted and so dusty that often only tree tops showed the straining drivers which way to go, the cars finally arrived at Bordeaux, where the race was cancelled. First day reports indicated 40 dead and nearly 200 injured among drivers, mechanics and spectators. It was a serious blow to the motoring sport.

The following year, however, the first running of the Vanderbilt Cup races fired the imagination of motoring's followers around the world and the picture for the continued development of the sports car looked considerably brighter.

In all, there were to be nine of these racing classics, six on Long Island and one each at Savannah, Milwaukee and San Francisco.

The continued expansion of racing saw a split in the conception of the sport between Americans and Europeans. Although both began to turn to the closed circuits, the intent was not the same. Europeans simulated conditions that would be encountered by any driver on the road, while the American version utilized oval tracks where the emphasis would be put on spectacle and blinding speed.

RACING STYLES VARY

Eventually, this led to the building of strictly racing machines as compared to the touring car. America developed the highly specialized racing cars, which had no real connection with the products available to the average citizen, while Europeans hewed somewhat closer to roadable vehicles because of the nature of of their courses.

According to historians, it was about 1912 that the term "sports car" was coined in England to describe a new and versatile type of automobile which showed the characteristics of both its parents —the competition machine and the touring car.

(Look for the third and concluding installment of this series in the next issue of MOTORACING, dated Dec. 2-9.)

2nd Installment On Sports Cars

EDITOR'S NOTE—MOTORACING presents the second installment on the evolution of the sports car, by Jim Mourning.

Third and concluding chapter will be published in the next issue.

This series has attracted considerable attention from readers interested in the background of road racing.

Watch for the closing installment in the next issue of MOTORACING.

SPORTY?

Most sports and various types of racing have their official or semi-official character. MOTORACING'S staff artist, Bill Harmer, has come up with this little feller.

For the nonce, he's named "Sporty."

Do readers have a better idea for a name?

If so, please submit your suggestions to MOTORACING.

DAVIS RECOVERING

Dave Davis, Manhattan Beach, injured in the Sacramento races recently, has returned to his home after undergoing plastic surgery. He has not lost his enthusiasm for racing.

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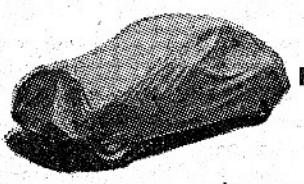

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Watching a Road Race:

● It's an Art

By Henry N. Manney III

WATCHING A ROAD race is a good deal like watching a ballet. A ballet, in spite of what you may have heard from your Kallikak friends, is **not** a collection of faggots set to music. It is a highly civilized art form in which, ideally, the best efforts of music and dance are made to operate conjugally and for the common good.

And so it is for road racing; the best efforts of driver and car try their best to operate conjugally with the varied courses and thereby produce the fruits of the common good, i.e. the fastest time. Without the highest cooperation the results are pretty ghastly . . . sometimes figuratively, sometimes literally.

This premise is not as far-fetched as it seems, as anyone who has seen a Fangio or an Ascari in action will tell you. To bring it closer to home, consider the passage of such stylists as Phil Hill or J. P. Kunstle through turn 4 at Torrey Pines.

NOTHING IS WASTED

Every movement has a meaning, nothing is wasted or superfluous, the whole passage through the corner is done with a sweep and grace that is reminiscent of a Fonteyn. What quality is common to Messrs. Hill, Kunstle, and Mlle. Fonteyn that makes whatever they do such a pleasure to watch and at the same time look so easy that the casual onlooker is sure that he can do as well, if not better, given as suitable a vehicle or as well darned a pair of toe shoes?

Coordination? Depth perception? Brave pills? More than that, Dad, you gots to have timing. And therein lies the secret of how to get the most out of watching a road race.

Some types aver that nothing beats a nice slow Crosley for a portable grandstand. Everybody is whizzing by you at a staggering pace and as long as you keep a wary eye upon the rear view mirror you are in a keen position to watch the best people's technique through the best corners at less danger to yourself than if you were a flag marshal. Not only that, you are the first (well, soon, anyway) to know about flips, shunts, and involuntary "depannage" and not only that, you can pick up the principal flippee, shuntee, etc., and ride him around to the pits.

YOU GET GLORY

This way you not only get a first-hand story, but you also get covered with glory as a Sporting Type and may even get the Sportsmanship Trophy. Besides that, you will almost certainly get eaten out by the Race Chairman and that in itself gives one a certain *je ne sais quoi*.

Of course, then there is the party that arrives with station wagon, scaffolding, tent, blankers, people for the blankets, food and considerable liquid refreshments. This type always arrives early, picks a likely spot on the apex of a "dangerous" corner and settles down to set up camp.

This bunch always knows somebody in one of the races and cheers madly for him each time around. The huzzahs for the gladiator are at times sandwiched between acrid remarks directed at the flag marshals, flagmen, telephone people, race judges, magazine photographers and friends of the Chamber of Commerce who are also, naturally enough, stationed on the apex of the "dangerous" corner.

THAT 'HAPPY' STATE

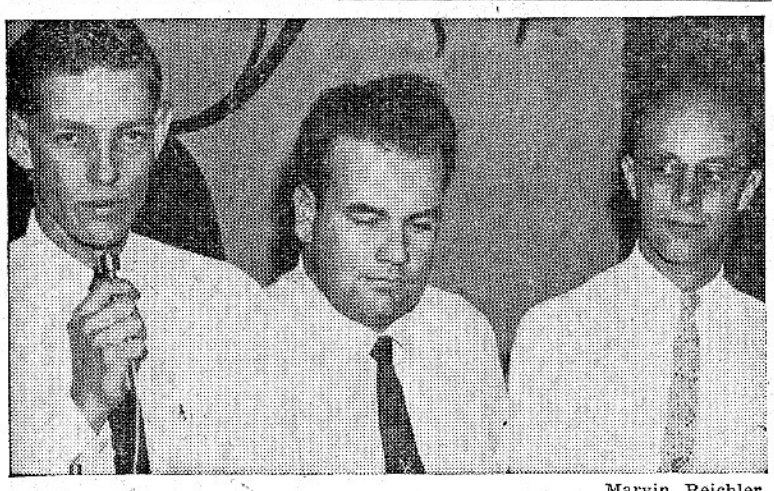
Presently the safari crowd falls under the spell of the aforesaid liquid refreshment and achieves the state referred to by the Buddhists as Nirvana, but to our fathers as orey-eyed. Obviously, they see little of the race.

(To be continued)

Sportraitures ★ ☆ ★ ★ ☆

By Manning Hall

JOHNNY PORTER OF AARDVARK AND ROYAL ORDER OF PURPLE GARTER FAME



Marvin Reichler

ELECTED — Officers of the newly-formed National Sports Car Drivers Assn., chosen last week, are, left to right, Jim Peterson, president; Jacques Bellesiles, vice-president, and Jack Reed, Secy.

Car Drivers Pick Peterson as Prexy

Jim Peterson, Altadena, well-known for his many Jaguar victories, was elected president of the newly-formed National Sports Car Drivers Assn. at a meeting held Nov. 10 at Blarney Castle.

Other officers are Jacques Bellesiles, vice-president; Jack Reed, secretary; Jean Oddous, assistant secretary; Chuck Manning, treasurer; Chuck Barrett, first steward, and Ed Ness, assistant steward.

Dr. Hildreth Hoppe and Ned Yarter were unanimously voted in as directors.

NSCDA plans a perpetual trophy award to the first production car driver in any class who scores four consecutive wins in class. This is an amateur trophy.

Who Is This Von Kneissel?

To the Editor:

I have read with some distaste Bench Racing, by Gresvick Von Kneissel. And I don't like the pot-shots he has been taking at people. I have a good notion to punch him in the nose.

Who is he, and what does he look like?

Flavio Polares
Alhambra, Calif.

G. VON KNEISSEL

(ED. NOTE: Gresvick Von Kneissel does not wish to reveal his background. He is 5-4, weighs 236 (very little fat). This is what he looks like.)

Grimm Scores In Time Trials

Answering the much-asked question, "When will the novice get a chance?" the Road Race Training Association staged its first speed trials at the Reche Canyon road race course in Colton last week.

The highlight was the outstanding performance of Jack Grimm in the favorite MG TC. Against a field of outstanding equipment, the little TC negotiated the course to take first in class G and first overall with a time of 28.19.

A team, headed by Herb Welch, scrutineered in accordance with SCCA rules.

The course, which is over a quarter-mile of turns and downgrade, was new. Every possible safety precaution was observed for driver and spectator. Crowd control was no problem as the design of the course enabled spectators to see the entire course from bleacher seats.

Speed trials, originally planned for Nov. 27, have been postponed.

—O—

UNDER 1500CC

Car—Driver	Time
MGTC—Mari Grimm	30:72
MGTD—Barbara McEniry	30:85
OVER 1500CC	
TR 2—Alverta Sisk	29:21
Austin-Healey—Adu Cochrane	30:714
Doretti—Lee Kvammen	31:56
CLASS G	
MGTC—Jack Grimm	28:19*
MGTD—John L. Coble	28:944
MGTD—Mike McEniry	29:79
CLASS F	
Porsche—Gary Falkinburg	28:241
MGTF—William B. Nelson	28:27
CLASS E	
Doretti—Dick Robinson	28:841
TR 2—Jerry Sisk	29:74
CLASS D	
Austin-Healey—Louis O'Brien	28:784
Austin-Healey—Warren Arnold	28:96

Universal Saf-T Buys Ray Brown's Jaguar

Ray Brown's hopped-up Jaguar is now known as the Universal Saf-T Special.

Universal Saf-T, manufacturers of safety belts and other industrial appliances, this week purchased the iron from Ray Brown, Hollywood automotive engineer.

The car will be raced at Palm Springs Dec. 3-4, but the driver has not yet been named.

15 New Members On SCCA Roster

Following are latest 15 new members announced by the Los Angeles Region of the Sports Car Club of America:

F. Neil Compton, Col. A. E. Dubber, USMC, Franklin Evans, Roy Edward Disney, Jack Foreman, George J. Koteles, W. C. J. Garrard, Mrs. Lois M. Gausman, Charles Lucker, Mrs. Virginia T. Melone, Manning J. Post, Charles C. Venard, Mrs. Eleanor von Neumann, Samuel Weill, Jr., Lt. (j.g.) Robert J. White.

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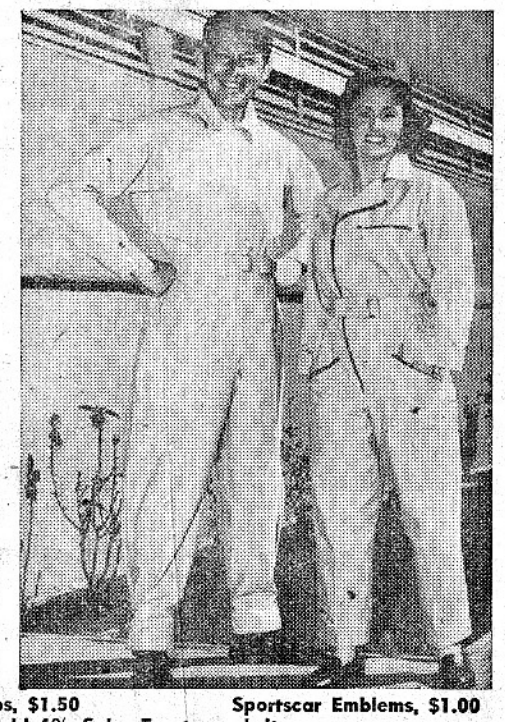

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Add 4% Sales Tax to each item.

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Motoracing Gets Big Boost From Readers

(Continued from Page 2)

He Sends News, Too!

Hank Manney gave me several copies of your paper the other day while I was in the smog area seeing Dusty Mahon about the Bahamas Speed Week tour he is running. I certainly enjoyed reading it. Enclosed check for one year's subscription.

As you may know, the Pacific Coast will be well represented at Nassau this year. Jim and Marion Lowe are taking the Frazer-Nash out, Jim Orr his Devin-Panhard (Class H), Bill Devin a Class G (750cc S/C) Devin-Panhard, Jack McAfee 4.9 Ferrari, and Johnny Mantz is going to drive Albert Hoskin's 550 Porsche Spyder. Yours truly is taking a "stock" Jaguar. The Formula III boys are well represented, too—Harry Morrow, John Fox, Bob Korst, "Doc" Becker and Louie Brero, Jr. Louie Brero is driving the 4.5 Ferrari in which Phil Hill took second at Mexico last year.

I. W. Stephenson
Pebble Beach, Calif.

A Real Fanatic

Enclosed is the scratch. Please start sending (begin with issue one) MOTORACING to a real fanatic, Milon Hutchinson, at Corona Craft in Capistrano Beach. Thanks.

Al Woodbury
Los Angeles

"The Most"

I think your new paper is THE MOST. Count me in on lifetime membership. Enclose $1 to start off with.

Netta Harbke
Los Angeles 6

Arcadia Club Pleased

Our congratulations for a fine, long-needed Sports Car newspaper. Our entire membership is very excited about MOTORACING, and wish you the very best success.

We'll send some copy about our gossip, rallies and the like. We appreciate the opportunity to help you. And us.

J. A. Hammond, Director
Arcadia Sportscar Assn.

'Best In Any Class'

Best little newspaper (in any class) I've seen in many a moon!

Arlene G. Kapner
Sherman Oaks, Calif.

'Bargain of Year'

The second issue was even better than the first. One dollar for a year's subscription is the bargain of the year. Hope you sell a million.

Eric Hauser
Hollywood, Calif.

Dreams at Satori's

This afternoon I went up to Peter Satori's to dream a little bit and picked up a copy of your wonderful paper. Here's my check for a buck; enter me on your mailing list soon as possible. A paper such as yours is worth many times its price.

Richard Cox
Alhambra, Calif.

Bucks Counting Up

I'll take you up on your special offer to MOTORACING. Enclosed you will find check for $1.

W. E. Campbell
Long Beach, Calif.

'We're Glad, Too'

Am so glad to find out that Anne Evans is with MOTORACING, an excellent paper, full of interesting news, etc. Such a paper was badly needed and how can it miss being a great success? Best of luck to all the staff. Please find check for $1 and be sure to let me know in time when my subscription runs out. And please send me an advertising rate card.

Vilem B. Haan
Beverly Hills, Calif.

Santa Barbara Plug

Thought you might be interested in the enclosed clipping and the plug by Dick Praul (Sports Editor, Santa Barbara News-Press). Hope the new adventure proves most successful in every way. Incidentally, are you going to use feature stories on racing cars or drivers? I just received some photos of all the Mercedes-Benz drivers who met at Stuttgart on Oct. 22 to celebrate the successful season—and get their walking papers. There will be no participation in Grand Prix or sports car events by the German firm next year. I also have photos of the Targa Florio, if you are interested.

W. Robert Nitske
Santa Barbara, Calif.

(ED. NOTE: Re features — yes; Re Targa Florio pix—yes.)

O.K., Escondido

Having seen a copy of your new publication, I wish to have you include my name on your subscription list—and if possible supply me with copy of Vol. 1, No. 1.

Harry Steele
Escondido, Calif.

Letter from London

As far as "fireproof mixtures" are concerned, there are two entirely separate problems to be considered: (1) to make a material fire resistant, (2) inherent quality of the material to, as it were, reflect rather than absorb heat.

Some years ago, following several accidents which resulted in cars catching fire and drivers sustaining third degree burns, we set up a special sub-committee to investigate such cases and to suggest what should be the ideal raiment for racing drivers. Their findings are contained in our little booklet, "A Start for Finishers."

Drivers should not be under any misapprehension about the effectiveness of "fireproofed" garments which, in some cases, and particularly when made of synthetic materials, are quite valueless should the unfortunate individual be involved in an accident in which the car goes on fire.

D. J. Scannell, Esq.
Secretary, British
Drivers' Club
London, England

(ED. NOTE: "Start for Finishers" states, under the heading for Protective Clothing: "For maximum protection, drivers should wear . . . overalls with full length sleeves . . . Never wear anything made of synthetic fabric, such as rayon or nylon. White is the recommended color for all items. The idea of protective clothing is to protect. Therefore, leave exposed as small an area of flesh as possible.")

A Need Is Filled

My congratulations on your publication, MOTORACING. It's a jewel! Since our local newspapers supply us with virtually no racing news, it is my belief that your paper fills a very definite need. Further, I'm glad to see there are some people with a little guts writing about sports car racing. If you haven't guessed already, I'm sold. Here's my dollar, and lots of luck to you.

William Rich
Los Angeles 49

FCCA Signs Up

We like your paper fine and are currently getting three copies (two addressed to Ed and one to me) but know this can't last forever so here's our dollar for a subscription.

Betty Warren, Secretary
FCCA Natl. Hdqtrs.
Manhattan Beach, Calif.

Hank Signs Up

Congrats on the birth of MOTORACING. As a neophyte spectator (even, yet) it fills a big gap. I'm sure it will make such as me a solid fan!

Hallelujah!

Hank McCance
Manhattan Beach, Calif.

Like Newsy Flavor

Congratulations on such a fine publication. Doubt if there ever was a paper so newsy on the market. Herb and I both enjoyed it immensely at Torrey Pines—and especially this last issue. The best o' luck to you.

Herb and Florine Stovall
Burbank, Calif.

Jay Gurey Pops

Phil Marbach, the famous mixologist at the L.A. Press Club, has a brother-in-law who is interested in the news about MOTORACING. When he so stated, the only thing to do was to pop for a subscription for him.

Jay Gurey
Los Angeles 5

(ED. NOTE: It is such loyalty that will make MOTORACING grow & grow & grow.)

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HERE ARE THREE BIG REASONS

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ON RALLIES . . . PART 2

By Buzz DeBardas

IT has been said that you don't need a thing to run on a Rallye, but this is not true. There are a few basic requirements that even the novice must comply with.

BUZZ DE BARDAS

First — you must have a car, preferably one of the little furrin jobs. Now, you can manage in an American car, but remember to beef up the shocks, tie down the springs and mount big fans on the fenders to blow on the brakes because everyone knows that HOT brakes will cause the wheels to melt.

Next—you need an average speed computer or circular slide rule. Don't let the operation of either scare you. A few minutes study, and you will have a good idea how to use them. The two most popular average speed computors can be found at AUTO-BOOKS, in Burbank, or for finer work, the 8" Binary circular slide rule, at Economy Blue Print, Los Angeles.

ANY OLD WATCH

Next—you need a timepiece, and about any old watch will do for your first rallye, but, as you get along, you will need something with a sweep second hand. A good substitute for a stop watch can be found at any drugstone. Purchase a pocket watch with a second hand. Then drill a pin hole in the crystal, and insert a pin. This stops everything until you are ready to use the watch. All you have to do is pull the pin, and there you are.

Other little things you should have—a clip board, many pencils, and a place to hang them on the dash, rubber bands to hold the other end of your instructions down, a complete set of maps to be used if you get lost (and folks do).

• • •

SAFETY BELTS HELP

Rallies are a lot easier on the navigator if the car is equipped with a set of safety belts. There is nothing so shattering as coming into the last check point with a zero error, and having your navigator fall out on a bad curve. (It is considered bad sportsmanship not to retrieve your navigator, especially if she is your wife.) Then, with all this fooling around, you will probably get into the check point late—remember, if you can't get belts, then weld her door shut!

Night rallies present more problems—you need light, and more light. Inexpensive panel light can be picked up at most auto accessory stores. Drill the clip board, and mount them. You also need one more overhanging light to read the instructions and computer, also a hand-spot for street signs.

GOOD EXCUSE

Last, but not least, don't forget when you start on a three-hour rallye, they may mean three hours out, not one and one-half hours out and one and one-half hours to come back. The requirement here is to tell the little woman you're going on a rallye that may end at Lake Arrowhead and that you may get in late.

Next issue—more on rallies.

P.S.: The Editor has just allotted a three-inch space for questions and answers. If you have any, send them in.

Johnson Tops Midget Road Race Field

By Joe Vollkommer

WILLOW SPRINGS, Nov. 6.—Van Johnson, driving the Newman V-8 Special, No. 10, roared to victory here in the 250-mile Gold Cup midget road race.

Johnson bested an Offy driven by Hal Minyard in a real show.

With the exception of Minyard, driving the Thuesen Offy, all were V-8s in the 28-car field.

Bob Cortner took the lead immediately. For the first 2½ miles the lead changed five times between Bob Cortner and Don Horvath.

HEATH MOVES UP

By the time they completed one lap, Allen Heath, the one-handed demon, was riding in fourth place from his 25th starting spot. On the fourth, Heath passed Cortner and Horvath for the lead. But Horvath got Heath on the tenth corner to again resume command.

Johnson took the lead on the ninth turn of the eighth lap.

By the 40th lap Johnson had a good-sized margin with Billy Garrett closing in and moving in front on the 42nd. At the half way mark (49th) it was Minyard, Johnson and Heath. Minyard was setting a fast pace and we clocked him at 1:56 for the 2½ miles, which averaged about 90 m.p.h.

JOHNSON IN FRONT

On the 84th Johnson passed Minyard and took the lead again, with Heath second and Minyard third. There were 16 cars running at this late stage Minyard finished second.

Time for the grind was 3 hrs. 15 min. 27.10 sec. Bill White and URA did a good job to make the first midget road race a success.

DEATH COMES TO JACK McGRATH
Victim Pinned Under Car (Arrow).

In Memorium:

Racing World Mourns Jack McGrath's Death

The racing world mourns the death of Jack McGrath, 36, killed in the Bobby Ball Memorial 100-miler Sunday, Nov. 6, in Phoenix.

A broken axle caused McGrath's car to suddenly dig in on the 84th lap of the 100-lap contest, his mount flipping over four times. Death, resulting from head injuries, was instantaneous.

McGrath, whose career started with Bonneville Salt Flat racing shortly after World War II, later got into the famed hot rods competing in Southern California and Arizona. Always among the leaders, and winner of the Southland title, McGrath graduated into midget racing and stepped up the ladder into sprints and championship autos before long.

ALWAYS UP THERE

Although he finished third at Indianapolis twice and was high up in AAA point standings for several seasons, Jack just seemed to be the victim of Lady Luck's ill fortune. Many times mechanical failures prevented his cars from going all the way just when the checkered flag seemed near.

But Jack never gave up. He always tried and always smiled—and had a helping hand for a guy even though that guy might have been the one who just beat him, and might even beat him again the next time out.

Jack McGrath was that kind of a guy.

The case-hardened boys in the Indianapolis Speedway press room got to calling him Gentleman Jack, and this is quite a concession from them. He really must have impressed them—but that was easy for Jack.

JACK McGRATH

FINAL TRIBUTE

Hundreds of friends overflowed the funeral services held last week.

He is survived by his wife, Lois, and a daughter, Caroline. Interment was in San Gabriel Cemetery.

You'd be surprised at some of the pretty rugged men who weren't a bit ashamed of the tears in their eyes.

Jack McGrath was that kind of a guy.

Motorcycling . .

By Spencer Sprocket

THE delicate subject of personal habits and conduct in public is one that requires special handling. Like dynamites, it's explosive. Only a brave one will criticize another person's eating habits in a public restaurant, and anyone knows the hot water you can get into by telling a person not to operate his vehicle after excessive drinking (booze).

SPENCER SPROCKET

Motorcyclists in general have been plagued by a small group of "non-conformists." These "strange ones" operate their cycles, usually in a "hot-dog" manner, without realizing the general public has an aversion towards show-offs and smart alecs.

DISLIKE BARBERS

In addition, these "strange ones" dislike barbers and the use of soap and water. Result: the general public unconsciously refers to **ALL** cyclists as those **"WILD ONES."**

Recently, a Los Angeles newspaper columnist referred to **ALL** motorcyclists as "bums." This was a sorry mistake—blasting all motorcyclists for the misbahavior of only one segment. He was strictly out of line, and he soon found out from the number of beefs he got.

The fact still remains that a small eccentric group of "strange ones" roam the public streets and highways trying to make like Brad Andres in a National Championship race.

• • •

Let's face it, these are the fellows who are making it tough on ALL CYCLISTS. These are the jokers who attend club events and races, slop up a few cans of beer and make clowns out of themselves.

PAUL ALFORD AND HIS BSA
He Found Action Torrid in Hill Climb

HOLD 'ER—General public seldom sees the fine competition afforded cyclists in dirt events, such as scrambles, hare and hounds, etc. Here Paul Alford tries his hand in hill climbing aboard his BSA at Woodland Hills.

I doubt if there is ANYONE who enjoys beer or beverages any more than I do. Seldom do I miss a slug or two before dinner, and beer with my dinner.

Nearly every week-end, within easy reach of the metropolitan Los Angeles area, there is some type of cycle event. Hare and hounds, scrambles and trials, will give any type of rider the opportunity to "blast his throttle" all he wants.

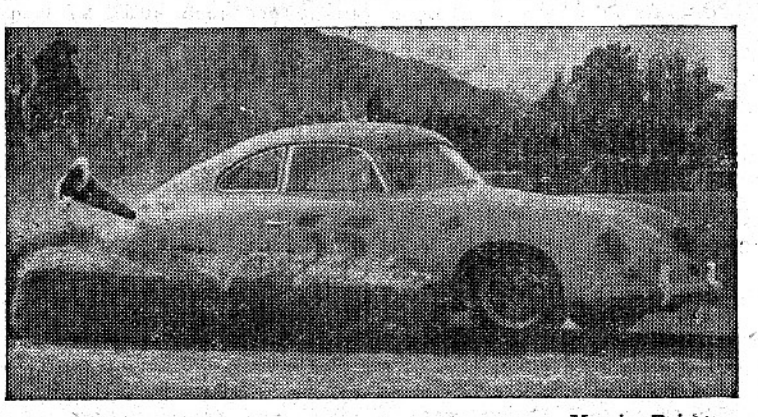
• • •

Starting at 10 o'clock Sunday morning, Nov. 27, the Rams motorcycle club will run its fifth annual Billy Goat Hare and Hound over all new territory. Limed from the center of Mojave Highway 6, post entries are $3. Mailed entries before Nov. 24, $2.

REDLANDS SCRAMBLE

Next scramble is the Redlands Road Runners' annual Orange Bowl "hare scramble" Sunday, Nov. 20. Limed from the junction of Highways 66 and 138, this event is AMA sanctioned, and is approximately 70 miles in length.

For the sake of cycling as a sport as well as an economical means of transportation, let's try to bring credit to our form of locomotion, rather than have the general public look upon us ALL as "those motorcycle bums."



Marvin Reichler

PYLON FLIES—Camera catches a pylon in midair after Roy Marsh's Porsche Super coupe clouted the hay in first race for productions under-1500cc Sunday at the Grand Central Airport sports car races, He finished third overall.

200-MILE LATE MODEL STOCK CAR RACE
NASCAR Sanctioned
Willow Springs Road Course
Sunday - Nov. 20 - 2 P.M.
Free time trials Saturday, Nov. 19, 1 to 5 p.m.
Adult Admission $2—Free Parking—Children Free

Why They Were Banned:

The Sedan Answer

HERE IS THE aftermath to a violent protest made in the last issue of MOTORACING over the banning of the small sedans in the Torrey Pines six-hour race.

The protest was registered by a "Small Sedan Owner."

Since then, many have asked why the small sedans were kept out.

Today, Cabazon and Roger Barlow, well-known for his past controversial sports car writing (Barlow's Steering Column) give the reasons for the ban.—Ed.

★ ★ ★

By Cabazon

THERE HAS been a good deal of discussion about the governing body of the CSCC not allowing sedans to run with the sports cars in the Torrey Pines six-hour race and indeed providing them with a separate race in other meets. Certain bodies have been getting quite puce about this little caper; not, it be noted, the enthusiastic private owners; and it is high time that a more reasonable color than puce was used for decor.

There are quite a few logical reasons why a small sedan or derivative thereof should not be allowed to mix with the Monzas in an endurance race or for that matter, other races. To enumerate . . .

REASONS GIVEN

1. Small sedans are not by definition sports cars. They are small transportation vehicles to carry the family and/or goods around.
   Why are they not sports cars? They are either:
2. Too slow
3. Possessed of inadequate suspension for racing.
4. Ditto brakes.
5. Ditto shocks.
6. Ditto steering (in most cases).
7. Too heavy (see 2 and 4).
8. Having bench seats and column shift (I know you will bring up the Jowett Jupiter but that just proves my point).
9. Having bad visibility. This encompasses—
   a. inside seeing out—trying to get the proper line for a corner post in the way.
   b. Inside seeing out — being in close company with one or more cars.
   c. Inside seeing out — being overtaken by a much faster car which arrives at speed in your blind spots.
   d. Outside in—from a faster car and having trouble seeing around/or through the car to line up the traffic or corner.
   e. Outside seeing in and trying to see the driver on the approach to a corner to see what he is going to do.
10. Top-heavy. One popular make of car has rolled in at least three consecutive race meets. Others are known to be prone to such shenanigans.

INFORMAL POLL

The organizers of the race, I am told, made an informal poll of quite a few senior drivers on the question under discussion. They were unanimous in not wanting to be on the course at the same time as one or more travelling chicanes embodying the above listed disadvantages.

It is very true that not all of the sedans entered owned up to all of the automotive deadly sins listed above, but all have enough to render them risky in mixed company. It has also been pointed out to this writer that a certain marque noted for its advanced design and odd suspension behavior regularly laps fast-

(Continued on Page 11, Col. 3)

By Roger Barlow

THE LAST ISSUE OF MOTORACING carried a scorching letter signed, "A Small Sedan Owner." The gentleman was most unhappy about the fact that the CSCC made a decision to bar small sedans from the six-hour race at Torrey. I, too, had planned to compete in this event with a small sedan (DKW) and can understand the exasperation felt by others who looked forward to six full hours of belting around that delightful circuit for the last time.

However, in this world of toil and trouble few issues are delineated in pure black and white. I know full well that no Ferrari owner said, "Ahhh, those small sedans, get them off the course."

The problem of how to deal with small sedans in sports car racing is a real sticky one. First off, you will note, we are talking about SPORTS CAR RACING. And much as I respect a VW, must as I love my DKW, and potent as Renaults and Panhards might be, these, my friend, are not **sports cars.**

DECISION O.K.

Let's face it, the drivers of such machinery as Jags, 300 SLs, Ferraris, Allards, Austin-Healeys, etc., would have been sorely tried had they been faced with the problem of picking their way through a flock of 15 or 20 little sedans which would have been exasperatingly slow, by comparison, in coming out of every turn. As most of the Torrey Pines course is not overly wide, this decision on the part of the race committee was entirely justified.

In addition to the matter of safety there is also the matter of the kind of "show" the small sedans can put on. "Small Sedan Owner" proclaimed that these sedans are the kind of cars the spectators come to watch. My friend, wishing won't make it so! Having been a part of the group that brought sports car racing in Southern California into being in the years 1947-51 I know that it was when we began to get such stuff as Cunninghams and Ferraris into our events that the crowds began to increase. Small sedans are positively not a drawing card of any strength at our sports car races. To use thinly veiled threats to "go professional" is slightly less than realistic on the part of "Small Sedan Owner."

SPECTACLES NEEDED

The professional promoter, above all, needs to provide a spectacle and small sedans don't offer the promise of high speed crashes that is the stock in trade of "pro" racing.

Is "Small Sedan Owner" prepared to bash his fenders in the style that so-called stock car racing demands? I think not. Most of us that would like to race our small sedans are doing so because we can't afford a real honest-to-Enzio sports car. That also means we can't very well afford to repair a badly bent small sedan—therefore we are likely to drive a bit more carefully than the guy willing and able to race a genuine sports car.

SPECIAL RACE

However, as I said, few issues can be honestly painted in solid blacks and whites—there must be a place for small sedans in

(Continued on Page 11, Col. 3)

Hot-Rodders Compete for National Title

By Lester Nehamkin

MOTORACING Staff Correspondent

PHOENIX, Nov. 16. — Perryville, Arizona's asphalt paved airstrip runway becomes the scene of a championship acceleration contest on Sunday, Nov. 20, when the eight fastest hot-rod finalists vie in elimination competition over this quarter-mile drag strip to name the Top Eliminator — the fastest drag racer in the U.S.

LESTER NEHAMKIN

These finals rained out during the National Championship Drag Races last month in Great Bend, Kan., will be run as part of the Arizona State Championship meet, a two-day affair staged Nov. 19-20.

The National Champion will be presented with a five-foot-high trophy, donated by the Socony Mobile Oil Co.

Finalists still in competition for the National title are:

DRAGSTERS

1.—HOWARD-WEIAND SPECIAL, Long Beach, Calif. Two-engined, '50 Olds in front and '50 Cad in rear. Driver, Lloyd Scott, Long Beach. Fastest N.H.R.A. time, 151.00 m.p.h.

2.—J. RILEY AND SON SPECIAL, Orange, Calif., '54 Mercury engine. Driver, Calvin Rice, Santa Ana, Calif. Fastest N.H.R.A. time, 141.73 m.p.h.

3.—RAMBLIN RAM, Amarillo, Tex. '55 Dodge Red Ram V-8 engine, Driver, Jack Moss, Amarillo, Tex. Fastest N.H.R.A. time, 137.40 m.p.h.

4—BEAN BANDIT III. San Diego Calif. '53 Mercury engine. Driver, Carlos Ramires, San Diego, Calif. Fastest N.H.R.A. time, 136.15 m.p.h.

5.—EQUA-FLOW SPECIAL, Dallas, Tex. '49 Mercury engine. Driver, Bob James, Dallas, Tex. Fastest N.H.R.A. time, 128.57 m.p.h.

6.—MOTOR RECO SPECIAL, Houston, Tex. '48 Mercury engine. Driver, Ray Harrellson, Houston, Tex. Fastest N.H.R.A. time, 128.57 m.p.h.

A COMPETITION COUPE/SEDAN

EDELBROCK AND ISKENDERIAN SPECIAL, Culver City, Calif. '49 Mercury engine (in a '51 FIAT coupe body). Driver, Jim "Jazzy" Nelson, Culver City. Fastest N.H.R.A. time, 132.93 m.p.h.

OPEN GAS CLASS

VOIGT AUTOMOTIVE SPECIAL, Los Angeles, Calif. '54 Chrysler V-8 engine. (Note: This finalist hot rod is actually a dragster but runs on pump gas). Driver, Fred "Fritz" Voigt, Los Angeles, Calif. Fastest N.H.R.A. time, 132.74 m.p.h.

More than 300 entrants, hailing from every state in the country, are expected to compete in this augmented meet.

Intersectional competition in the National Championship runoffs should be especially keen since in the dragster division three cars come from California and the same number from Texas.

Perryville's airport is located 27 miles west of Phoenix. This drag meet is sponsored by the National Hot Rod Association, the Southwest Timing Association, and is held with the cooperation of the Socony Mobil Oil Company.

Mrs. Oldfield, Widow Of Noted Racer, Dies

Funeral services were held last week for Mrs. Bess Oldfield, widow of the famous automobile racer, Barney Oldfield. Mrs. Oldfield, who resided in Beverly Hills, died Nov. 5, one week after she suffered a stroke.

Her noted husband died in 1946.

● TRIUMPH TR2
● MERCEDES-BENZ
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● DKW
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Beaumont Views Make Sense:

One Man Speaks—

HOW ABOUT mandatory roll bars as a safety measure? . . . And a race between Corvettes and T-Birds, or a Ferrari match race?

And how about an insurance deal that would help bring more novices into the racing scene?

These and other points are brought out in the following excellent letter by Charles Beaumont of North Hollywood—one of the best letters received by MOTORACING.—Ed.

★ ★ ★

BY THE WAY, if you're not opposed to causes, debates and what not, I'd like to air a few moderately revolutionary thoughts. I've been lugging them around with me for a while, and am glad to deposit them in safe hands.

PLAIN COMMON SENSE

1. Why are roll bars not made obligatory? If it is true that the spectre of death is not, Neubergerian critics to the contrary, the primary attraction in sports car races, then why do we not eliminate it as forcefully as possible? Everyone who died in our races could have been saved by this simple expedient.

A roll bar would have turned Jack Drummond's tragic flip into a minor accident. Certainly no one can deny that "Pete" Pritchard would be alive today if the Morgensen had had a curved length of plumber's pipe (at—what?—a nickel a foot?). The Cooper incident at Willow Springs would have turned out differently. Etc. True, roll bars do not exactly add to a car's aesthetic beauty; but do we value aerodynamic lines more highly than life itself? I can think of no other objection.

The thought that the drivers would be hissed and laughed at was effectively exploded by Ed Kretz, who impressed everyone in Nick Pastor's TR-2. This car had a good stout roll bar, you'll recall. There's nothing sissy about it; it's just common sense. Of course, I realize that this does not completely obviate the possibility of a fatal accident, but it sure as hell cuts it down.

And I feel such a move would eloquently answer the wrong-heads (that is, most of the public) who firmly believe death is the real show.

It isn't enough to argue. As long as there are pointless fatalities, we're going to stay a despised sport.

SPICING IT UP

2. I think it's time we spiced up the programs a bit more. They're becoming terribly routine. For example: Sunday's Torrey Pines do. All it lacked was a Vintage Car Race to make it the prototype, and as was, it got downright dull at times. Vintage Cars are fascinating old buggies, and they certainly deserve attention, but the sad fact is that they bore the — — — — out of most of the people.

Similarly, must I be the first to acknowledge that the Coopers are samewhat less than exciting? Once again, I am not suggesting that either be eliminated. Both have their followers, and I understand that the main point in these races is to let drivers compete (first) and please the spectators (second).

However, spice is needed. For one thing, I'm absolutely positive that **everyone** would be in favor of a five-lapper consisting of two T-Birds and two Corvettes. Wouldn't take much time, and it would finally answer the burning question. (Remember the disappointment at Torrey when the Corvette was slotted up in front and the T-Bird in back?) Or five T-Birds and five Corvettes. Anyway, a contest between the two makes.

Or how about this: A 10 or 15-lap event featuring the following drivers, all in under 1500cc modified cars — Phil Hill, Ken Miles, John von Neumann, Jack McAfee, Jean Pierre Kunstle, and Ernie McAfee. Eh? You don't think perhaps the crowd would go wild?

Or a match race between Ferraris? A 10-lapper with five Austin Healeys and five Triumphs (and you know what a battle rages in these ranks!). Shall we make a campaign of it?

CAN'T AFFORD RISK

3. Here's something that really ought to be considered. One of the reasons there aren't more drivers competing is the simple fact that most of us are po' folk and just can't afford to risk our one and only means of transportation. So most of us must gaze on hungrily, eaten away with frustration, wishing to God we could get out there and show 'em. Yet there is an answer.

If one of the clubs got Lloyd's or some such outfit to guarantee up to $2500 per

(Continued on Page 11, Col. 2)

MICHELIN "X" TIRES
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● Return sketch with your corrections, and finished art work will be sent to you. Finished art work suitable for plate for printing of cards. This offer does not include printing — only FINISHED art work, Master Drawing $25.

● Write to Bill Harmer, Staff Artist MOTORACING
8826 Sunset Blvd. CRestview 6-7165 Los Angeles 46, Calif.

(Reprinted from the Los Angeles Times of Sunday, Nov. 6, 1955)

FROM THE PITS

BY ART LAURING

Finally this hobby known as auto sports obtains a "voice" in the form of Motoracing, a tabloid just introduced by Publishers Gus Vignolle and Maury Powell.

The first issue, replete with informational vitamins plus considerable cheesecake, made its debut during the recent running of the Torrey Pines' meet.

Vignolle and Powell are well equipped to make a success of the new venture. Both are experienced working newspapermen, having served long, arduous apprenticeships as bona fide sports reporters for metropolitan dailies. More important is the fact that they possess patience and a sense of humor, vital ingredients for the conduct of an enterprise such as this.

Covers Field

Motoracing, presently a biweekly publication, will cover not only amateur sports car racing but professional events, motorcycle meets, speedboat and sail, drag meets, rallies, concourses des elegances and gymkhanas. It will take the skeletal accounts of these events as reported by the daily press and will provide flesh-and-blood details.

Thus far the acceptance of Motoracing has been heartening. And for the sake of the record let it hereby be stated that Motoracing is not on the "payroll of any club" despite statements to the contrary made by a journalist (sic) who should have known better!

POWELL'S RACING POW-WOW

(Continued from Page 2)

Jimmy Reece, victim of a crackup last year that cost him several weeks in the hospital, won the pole with 100.551 mph average, thus picking up the $100 25-jewel Búlova awarded by Raskin's Jewelers of Phoenix. He finished 12th in the race.

• • •

Behind Bryan came the hard-driving Scotsman—Thomson. Little George Amick turned in another fine performance to haul down third money—and this boy is a real comer in big-time racing.

Veteran Andy Linden was fourth, Pat O'Connor fifth, Rodger Ward sixth, Johnny Tolan 7th, Tony Bettenhausen 8th, Bob Veith 9th and Shorty Templeman 10th. Displaying rare courage, Templeman drove the entire race with a broken nose sustained when a mud clod struck him on the first lap.

The race was halted three circuits short of its scheduled 100 when Buddy Cagle spun into the infield. Officials thought it better to call a halt in view of the McGrath incident and the potential of more mishaps.

Bryan's winning time in the Dean Van Lines Special for 97 miles was 1 hour, 9 minutes, 28 seconds. He'd have broken the old mark of 1:09:52 for sure had it not been for lots of yellow flag time. Bryan and Thomson finished one lap ahead of Amick.

It was an excellent contest well enjoyed by the fans, who were partial to Bryan almost 100 per cent. He gave them their money's worth, and more. Most veterans agree Bryan is one of the greatest dirt-track drivers ever to be developed in history and the Phoenix win was his 11th in two seasons.

In pre-race ceremonies, several chief mechanics were honored for their hand in preparing victorious speedwagons. A. J. Watson hauled home $2400 in cash and two diamond-studded lapel pins. These were for two achievements — Indianapolis and the AAA National Championship. Clint Brawner received more checks from his 1954 championship efforts. Frank (Stoogie) Glidden got $50 and a pin for setting up the AAA Midwest sprint circuit winner. Thus, Sweikert helped out two different tool-wielders—Watson and Glidden.

WYNN'S PRESENTS MECHANIC AWARDS

The awards are presented annually by the makers of Wynn's Friction Proofing products, with Cooper Shapley, Jr., Arizona rep., handing out the "loot," as the boys fondly call it.

Among the spectators were Anton (Tony) Hulman, Jr., owner of Indianapolis Motor Speedway. Mrs. Hulman also was on hand to root for daughter Mari's No. 77, which unfortunately failed to qualify.

Some of Hulman's top execs were there, too—Clarence Cagle and Joe Quinn. They were due to visit Los Angeles for discussions anent the new United States Auto Club, being formed to take over the AAA Contest Board's activities.

• • •

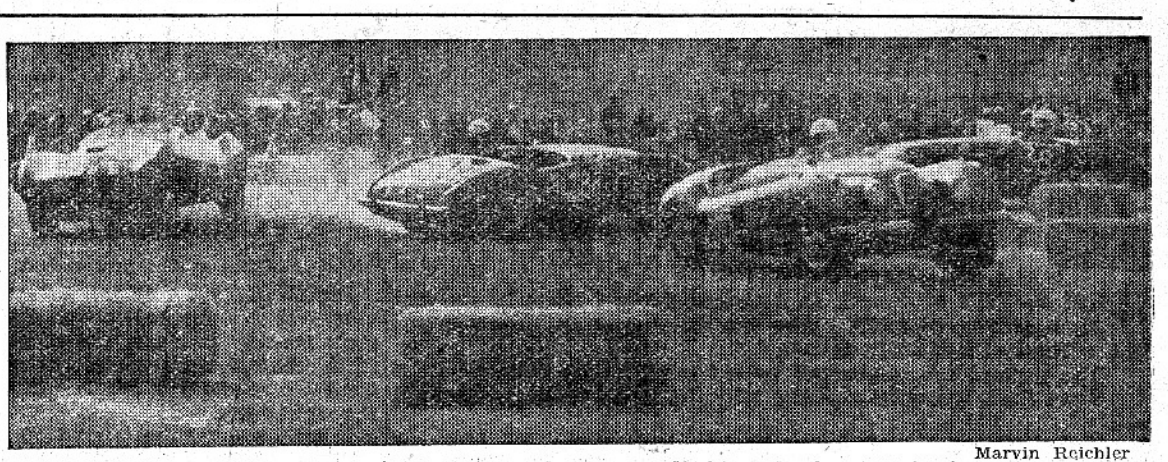
The famous Stockyards Restaurant was the setting for the Victory Banquet later that evening, but the McGrath mishap dulled the usual gaiety marking these events. Bryan was especially glum, since he and McGrath were very good friends. After the race he all but refused to take the winning trophy—so broke up was he over the accident.

Investigation proved that the axle broke, causing the car to dig in suddenly on the turn, and McGrath's helmet flew off immediately. He had no protection when the car began to roll.

The axle was said to be somewhat older than those usually trusted by drivers. It passed Magnaflux inspections, but "mag" only shows outside faults and it appeared that this axle had been worked on considerably due to inside breaks.

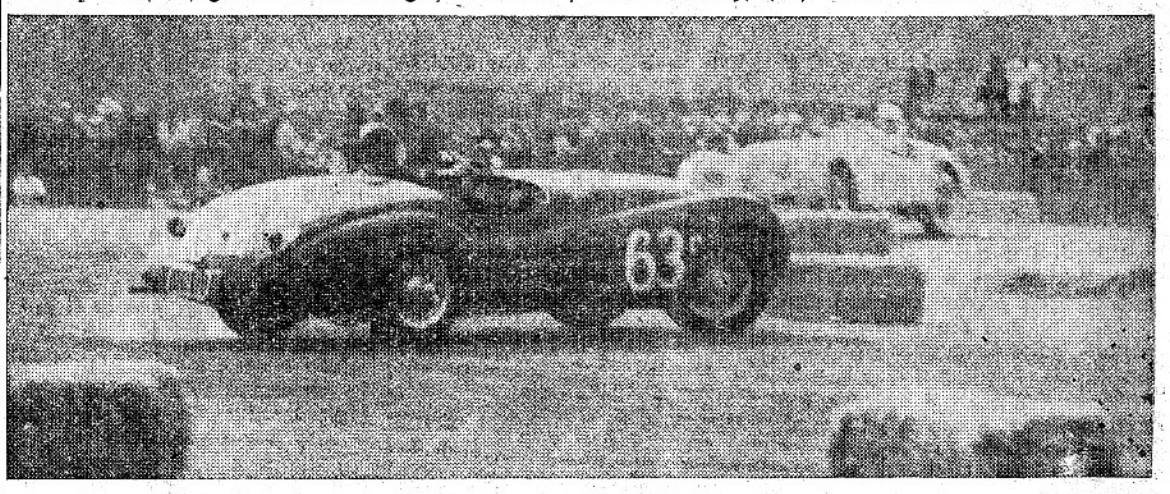
It was heard that the new USAC will demand that no axle be used for more than one season henceforth, each axle to be branded with the date of its manufacture so that accurate checks can be kept.

Jack McGrath did not die in vain.
No race driver does.



Marvin Reichler

CHECK THIS — Strangely, nothing happened after this hectic turmoil in second race at Grand Central speedfest. Jack Breskovich's Austin-Healey 100 (128) goes into a whirling spin on turn one as Ned Yarter, Arnolt Bristol, (5) goes by on the outside. Jack Whelschel, Jaguar, (85) gets by unscathed. Coming around is Gregg D'Nelly, Austin-Healey, (38) who missed Breskovich.



Marvin Reichler

WHAT GOES?—Jaguar driven by Ignacio Lozano, Los Angeles, goes into a spin on turn one in second race at Glendale. The oncoming sports car rounding the turn, missed him, however. The Jag eventually became overheated and had to retire from the race. Rudy Cleye was overall victor.

Lovely Day For Lovely

(Continued from Page 1)

Bug went out with a broken axle.

Rudy Cleye, Los Angeles, won the 15-lap race for production cars over 1500cc in a Mercedes-Benz 300SL. He was followed by Jim Peterson, Jaguar XK120M; Lance Reventlow, Mercedes-Benz 300SL, and Paul O'Shea, Mercedes-Benz 300SL.

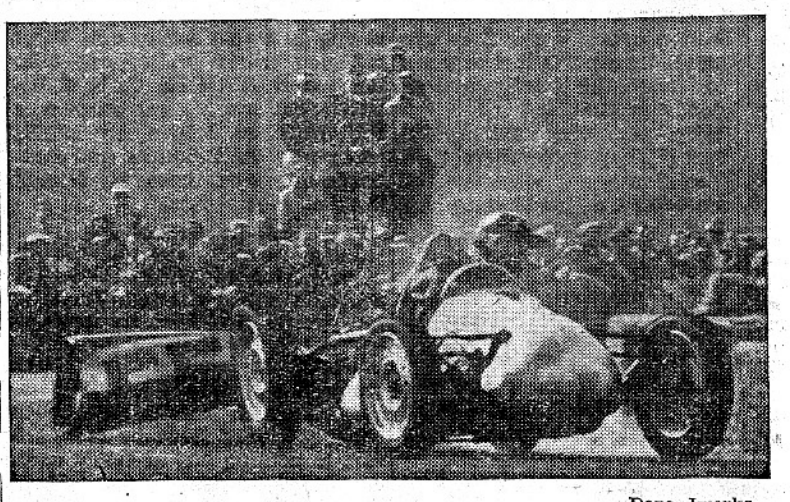
Opening race, a 15-lapper for productions under-1500cc, went to Dale Johnson, Redondo Beach, Porsche Speedster, who finished in front of Jeff Cooper, Porsche Speedster; Roy Marsh, Porsche Speedster; Howard Wheeler, Porsche Speedster, and Ed Walsh, Porsche Speedster. After all, the only other class here was G, and you can't expect an MG to outdo a Porsche.

STAGED BY SCCA

The races were staged by the L. A. Region of the SCCA under threatening skies that kept the crowd down to some 6000 fans who were freezing their eyeballs off at the finish. Perhaps a few drops would have meant some rain insurance $—— which no doubt would have brought smiles, instead of long faces, to backers of this whirl, which should have drawn 40,000 people.

Glendale Jaycees pitched in, and proceeds were earmarked for the Olympic Games Fund and Glendale and Burbank Police Funds.

Next stop — Palm Springs, Dec. 3-4.



Dave Iwerks

START OF THE END—In the 500cc race at Glendale, Duane Feuerhelm loses the tail assembly from his Special as he rounds turn one. Camera caught action just as the chain broke. He withdrew.

Hine Captures Reliability Run

Santa Monica Police Association second annual Reliability Run was won in the 'perfect' elapsed time of 2 hours 46 minutes (missed by only 1 minute in both classes) by a '55 'Olds, driven by Maynard Hine, La Crescenta. Second was John Elliott, West Covina, '55 Rambler. Third spot went to Robert Fleischer, W.L.A., and fourth, Art Russell, of L.A.

Sports and hot rod class saw John Beddow, Norwalk, '34 Ford coupe win. Second, '53 Jaguar, Stan Kreger, Van Nuys; Third, to best woman driver in her '55 MGTF, Barbara Pearce,, W.L.A.

The course went up Pacific Coast highway, over Topanga Canyon, through San Fernando, over Mulholland Drive, down to L.A. via the freeways and return by Olympic to the Santa Monica civic center starting point.

The event was designed two years ago by Lewie Shell in cooperation with the Santa Monica Police Department, with aim of furthering safety with competition for the average motorists as well as hot-rodders.

San Francisco Action

My check enclosed herewith for one-year subscription. Best wishes.

Robert T. Dodge
San Francisco, Calif.

PETER SATORI, right, Glendale and Pasadena foreign car dealer, checks the number plate of a past Mexican Road Race victor, the Mercedes-Benz shown in background. With him are Mrs. Satori and Von St. Ange of the Mercedes factory in Germany, where photo was taken.

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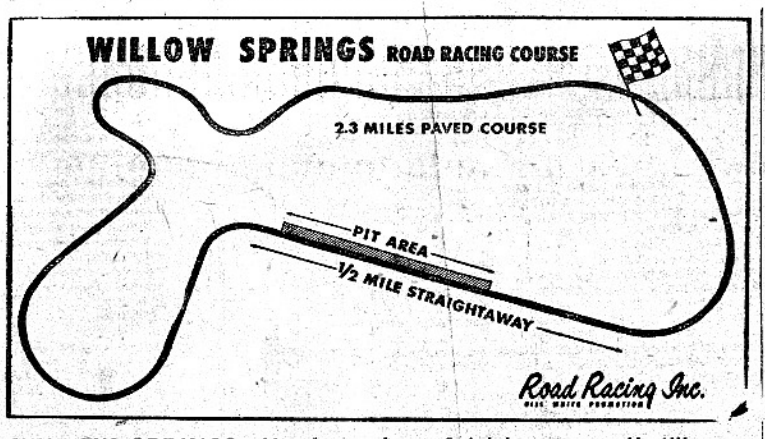

WILLOW SPRINGS—Here's a view of tricky course that'll confront drivers in 200-mile stock car race Sunday, Nov. 20. Course is six miles west of Rosamond, just above Lancaster off Highway 6.

Stocks Race In 200-Miler

(Continued from Page 1)

recent NASCAR race at Las Vegas. He also captured the big 150-lap race at Milwaukee last July.

The Chryslers will have loaded competition in the form of Chevrolets, Fords, Oldsmobiles and Dodges. Peter DePaolo, winner of the Indianapolis 500-mile race in 1925 and a great driver of the past who is now a member of the Ford Motor Company Engineering staff, will be on hand, acting as a general consultant for the Ford exponents.

Ford 1956 drivers include Chuck Stevenson, 1952 AAA national driving champion and Indianapolis driver; Scotty Cain, Los Angeles, and Marvin Panch, Oakland.

HERB THOMAS DUE

Chevrolets, which virtually swept the stock car racing field clean this season, will be in the thick of things with top-rated drivers. Herb Thomas, former NASCAR champion and winner of this year's 500-mile stock car race at Darlington, S.C., is expected to join the growing entry field.

Chevrolet is expected to send engineer Mauri Rose to the Willow Springs race as an engineering consultant for the Chevrolet exponents. Rose, winner of the Indianapolis 500-mile race on three occasions, is one of the all time greats of racing.

STRICTLY STOCK

All competing cars in the Willow Springs race must be strictly stock, just as they are obtained from dealer showrooms. Modifications are allowed only in the interest of safety, such as beefing up steering and wheels which undergo more punishment on a track than on the highway.

Willow Springs is located 11 miles north of Lancaster, just west of Rosamond. Admission to the Bill White promotion is $2. Children under 12 will be admitted free.

'Perfect!'

Your paper is perfect. Lots of luck.

"Cam" Cooper
Manhattan Beach, Calif.

$ Needed For Racing

(Continued from Page 9)

race for damages over $200, I'm sure there would be hundreds of novices willing to cough up extra for the premium. Almost everyone can face a $100 or $200 repair bill (which is generally the extent of the damage), but not many can look without wincing, paling, and chickening out, at the prospect of losing a totaled car, to the tune of two grand or more.

In the past 10 races, I've seen only a couple of cases of damage exceeding $200—usually it's a dinged fender, or mechanical stuff — but there's always the possibility of broadsiding someone, or having someone broadside you. (I've entered my own automobile in a few events, but the nervous strain outweighed the fun.) The cost would undoubtedly be high for such a policy, but I'm sure it could be raised. And if it were, we'd have hundreds of entries and three times as many races.

As is, it's a rich, or foolish, man's game. And it doesn't have to be.

That's all. If any of these items appeal to you, you have my permission to print them or submit them to CSCC or SCCA or ponder them nightly.

Meanwhile, keep up the good work. MOTORACING is something I'm going to start looking forward to.

Charles Beaumont
No. Hollywood, Calif.

Tired Ol' Rileys Need Assistance

Hey, you Riley fans!

How about boosting the Fund for the Care and Rehabilitation of Tired Rileys?

Each 25-cent donation to this fund gets you one gratis libation at the third annual dinner dance to be staged Saturday, Nov. 19, 7:30 p.m., by the Riley Motor Club, U.S.A., Inc., at 5501 Lankershim Blvd., No. Hollywood. Tickets: $2.50 per person.

Further info: FLorida 3-3329.

12 RACES AT PALM SPRINGS

(Continued from Page 1)

place class winners (if not in first 15) from races 3, 6 and 7, and first five cars from races 8 and 10.

The Formula Libre race has been abandoned because of lack of entries.

Racing, starting at noon each day, is set for the Palm Springs Airport, which has a concrete surface and measures 2.3 miles.

The desert races probably will mark the return to active competition of Bill Pollack, Sherman Oaks, a major pilot who has been out of action for nearly six months. He drew a three-race ban at Hansen Dam last June.

RILEY MOTOR CLUB, U.S.A. INC.
3rd Annual Dinner Dance
Sat., Nov. 19, 1955 7:30 P.M.
5501 Lankershim Blvd.,
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Tickets $2.50 per person
One drink free with each 25c donation to our Fund for the Care and Rehabilitation of Tired Rileys. For Information call FLorida 3-3329.

After the Races and Sports Car Events
Visit the
DOLL HOUSE
The Valley's Favorite Sports Car Meeting Place
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12213 Ventura Blvd., Studio City SU. 2-8458

Sedan Ban Explained

(Continued from Page 9)

er than at least one alleged sports car and individual specimens of several recognized sports cars.

With all respect to this old and venerable make, the theory is advanced that perhaps the enjoyable showing of this particular vehicle may be governed by its spirited conductor; especially since no other examples of the marque seem to go as quickly. Not enough reason, surely, to make an exception to the rule justified.

RACE IN EUROPE

It also has been pointed out on numerous occasions that sedans of some of these makes run in the Mille Miglia and at Le Mans. In rebuttal, may I draw your attention to the casual Italian attitude towards loss of life in a sporting event (as compared to the U.S.) and the start/finish ratio in the Mille Miglia. As for Le Mans, it is well known that the drivers of the faster cars have been screaming about the presence of small slow cars on the course for some years now but getting no satisfaction.

Why? All the French automobile industry makes in any volume (except for the Citroen, which does not race) is small family cars and either they race or there is no race. At any rate, what the FIA allows or does not allow need not affect our sprint circuits here.

Needless to say, this column does not reflect the official voice of the CSCC although its pontificial tone may give rise to such suspicions, God forbid. I have just seen a lot of racing, love it dearly, and have a strong aversion to anyone getting on their head. Let's keep it safe.

Barlow Explains

(Continued from Page 9)

the sports car racing picture. I don't believe we should be mixed in with real sports jobs which we can't be expected to beat and which make us look less good than we really are! Let's begin by having an event on the program for under 1500cc production sedans—8 or 10 laps at least. Then maybe we can work up to longer events.

These little jobs would be more fun for their drivers in a long distance race than in short ones—but will they provide the necessary "show" in a long event (by themselves) to justify the effort and expense to the club staging the race? I don't know.

But I do know that close racing between well-matched small sedans, in an event of their own, would be at least as, and probably more, interesting than 500cc racing has been. And there are far far more small sedan owners than 500cc owners. Something to think about, isn't it? But this is a problem to be solved by cooperation, thought and good will—not by threats and name calling.

There is far too much of that right now anyway.

Send In Your Club News

What is doing among the many sports and foreign car clubs around town?

MOTORACING announces it will cover all club events possible.

A column will be run for club news.

Send all the dope to us—rallies, gymkhanas, meetings, banquets, etc.

Your news will be read in MOTORACING.

Grand Central Race Results

FIRST NATIONAL GRAND CENTRAL SPORTS CAR RACES—Unofficial Results—Compiled by SCCA and MYRA JONES

RACE I—PRODUCTION CARS, CLASSES F, G & H.

15 laps, approx. 30 miles

CAR NO.	DRIVER	MAKE OF CAR
	CLASS F	
86	Dale Johnson	Porsche Spdst.
60	Jeff Cooper	Porsche S. Spdst.
35	Roy Mash	Porsche Sup Cpe.
7	Howard Wheeler	Porsche Spdst.
71	Ed Walsh	Porsche S. Spdst.
77	Robbie Robinson	MGA
9	Bill Freidauer	Porsche Spdst.
131	Jim Parkinson	MGA
110	Chuy Alcazar	MGTF
74	J. R. Dettman	Porsche Spdst.
1	James Talcott	MGTF 1500
214	Karl Brigandi	MGTF 1500
165	—James Harris	MGTF 1500
	CLASS G	
160	Robert Brigham	MGTF 1250
65	Lew Spencer	MGTC
14	Walter Garlic	Porsche Cpe.
34	Chas. Evans	MGTD
171	Arthur Gebhart Jr.	MGTF 1250
147	J. Dair	MGTF 1250
15	C. Schroeder	MGTF 1250
132	Duane Feuerhelm	MGTC
78	Pete Vanlaw	MGTD
150	Hans Koelln	MGTD
13	Nixon Jay	MGTF
141	James Smith	MGTD
130	Reginald Kay	MGTD

28 starters—26 finishers.

Did not finish—129, John Lawrence, MGMKII (G), clutch gave out on turn No. 1; 26, W. J. Lance, MGA (F), dropped out with only 3 cylinders.

Time—25:38.4. Distance—34.5 miles. Average speed—44.5 MPH. First five overall—86, 60, 35, 7, 71.

RACE II—PRODUCTION CARS, CLASSES C, D & E

15 laps, approx. 30 miles

CAR NO.	DRIVER	MAKE OF CAR
	CLASS C	
83	Jim Peterson	Jaguar XK120M
20	Chas. Wallace	Jaguar
133	Jerry Austin	Jaguar XK140MC
44	Harry Garlick	Jaguar XK140MC
87	Ralph Peterson	Chev. Corvette
67	Howard Campbell	Jag. XK140MC
255	Howard Swift	Jaguar XK120M
85	Jack Whelchel	Jaguar XK120
177	Charles Short	Ford T-Bird.
	CLASS D	
12	Rudy Cleye	Mecedes-Benz 300SL
216	Lance Reventlow	Merc-Bnz 300SL
33	Paul O'Shea	Mercedes-Benz 300SL
100	Morlan Visel	Mercedes-Benz 300SL
19	Ray. McLaughlin	Aus-H Le Mans
37	Wells Forde	Mercedes-Benz 300SL
38	Gregg D'Nelly	Austin Healey 100
	CLASS E	
59	Bob Oker	Morgan
5	Ned Yarter	Arnolt-Bristol
116	John Tebbin	Tr2
158	R. W. Kastner	Tr2
31	Lee Flynn	Doretti
123	Jerry Sisk	Tr2

Did not finish—63, Ignacio Lozano, Jaguar XK140MC, overheated; 64, John McLaughlin, Austin Healey Le Mans, flat tire; 39, Douglas Baney, Jaguar XK120, smoking rear end; 128, Jack Breskovich, Austin Healey 100, etti, faulty carburation; 202, Paul Wenger, Tr2, hit hay bale.

Time—23:31.2. Distance 34.5 miles. Average speed—88 MPH. First five overall—12, 83, 216, 33, 20.

RACE III—UNRESTRICTED CATEGORY INCLUDING FORMULA III CARS 10 laps, approx. 20 miles

CAR NO.	DRIVER	MAKE OF CAR	DISP.
	UNRESTRICTED CLASS		
176	Terry Hall	Talbot Grand Prix	4998cc
61	Roy Jackson-Moore	Austin Healey	2600cc
40	Max Balchowsky	Doretti Buick	5500cc
200	Bob Drake	Tr2	2450cc
6	Ray McLaughlin	Alfa Romeo Bat	1970cc
	FORMULA III		
66	Leon Becker	Cooper MK IX	500cc
101	Harry Morrow	J.B.S.	500cc
104	Jim Trimble	Cooper MK VI	500cc
105	Stuart Dane	Cooper MK VI	500cc
183	Shay Rompell	Special	500cc
22	Dave Thormin	Special	500cc

Did not finish—16, Bob Estes, Bugatti, broken axle; 145, Marion Playan, MG Spec., clutch slip; 28, Ken Mace, Wildfire Cad, right rear shock came loose—dragging; 114, Mel Allen, Jaguar XK120; 97, Thomas Jones, Kurtis Rdst.; 121, Dick Trimble, Dane Spec., broken fuel [illegible]; Special, broke chain, dragging tail assembly; 3, Bruce Kessler, Cooper, broken clutch; 29, Dave Trimble, Special, spilling fuel; 41, Lloyd Frazier, Special, broken clutch.

Time — 16:14.6. Distance — 23 miles. Average speed—85.1 MPH. First five overall—176, 61, 40, 200, 66.

RACE NO. 4—MODIFIED SPORTS CARS UNDER 1500 cc, SENIOR DRIVERS—50 laps, approx. 100 mi.

CAR NO.	DRIVER	MAKE OF CAR	DISP.
	CLASS F		
124	Pete Lovely	Porsche Cooper	1488cc
11	John Von Neumann	Porsche 550	1498cc
88	Jack McAfee	Porsche 550	1496cc
96	Bill Thomas	Porsche 550	1497cc
169	John Porter	Porsche 550	1498cc
56	Troy McHenry	Porsche 550	1498cc
136	Anthony Settember	MG Spec.	1430cc
86	Dale Johnson	Porsche Spd.	1488cc
57	W. R. Turner	Porsche 550	1498cc
7	Howard Wheeler	Porsche Spd.	1488cc
77	E. Forbes-Robinson	MGA	1489cc
71	Ed Walsh	Porsche Spd.	1488cc
215	Ron Pearson	MG Spec.	1466cc
	CLASS G		
122	George Buchanan	Lotus MK IX	1098cc
27	Bill Louden	OSCA	1296cc
89	Edward Boyd	MG Spl.	1288cc
47	Chas. Barrett	MG MKII	1286cc
	CLASS H		
17	James Orr	Devin Panhard C	745cc
182	Francois Crouzet	DB Panhard LeMans	745cc
45	Paul Winters	Halliday-Renault	748cc
157	Tommy Jamieson	Simca Crosley	745cc
	DID NOT FINISH		
145	Marion Playan Blown piston	MG Spec.	1466cc
159	Wm. Eschrich Fuel pump trouble	Eschrich-offy	1450cc
444	Clarence Raville	MGTC	1498cc
B23	Bob Menefee Lost oil	MGTC	1466cc S/CH
24	Bill Devin Lost cylinder	Devin Panhard	745cc
4	Harry Jones Broken valve spring	Moretti	748cc
35	Roy Marsh Clutch trouble	Porsche Super	1488cc
25	Kurt Hildebrand	Nardi	1100cc
32	Robert Holbrook Broken crankshaft	Crosley	745cc

Time—1:16:31. Distance—115 miles. Average speed—90 MPH. First five overall—124, 11, 88, 96, 169

RACE NO. 5—MODIFIED SPORTS CARS OVER 1500cc, SENIOR DRIVERS—50 laps, approx. 100 mi.

CAR NO.	DRIVER	MAKE OF CAR	DISP.	OVERALL
	CLASS B			
21	Bill Murphy	Kurtis Buick	5120cc	4
99	Pearce Woods	Jaguar XK120C	3442cc	5
172	Eric Hauser	Buford Spl	5250cc	17
	CLASS C			
76	Ernie McAfee	Ferrari 735 Monza	4412cc	2
98	Jack McAfee	Ferrari Spyder Mex.	4900cc	3
114	Mel Allen	Jaguar XK120c	3442cc	18
	CLASS D			
2	Phil Hill	Ferrari Monza	2999cc	1
111	John Von Neumann	Ferrari Monza	2999cc	6
61	Wm. Pringle	Austin Healey 100S	2600cc	8
	CLASS E			
311	Richie Ginther	Ferrari Mondial	1985cc	7
112	Josie Von Neumann	Ferrari Mondial	1987cc	13
184	John McLaughlin	Arnolt Bristol	1961cc	14
10	Robert Sawyer	Fraz. Nash LeMans	1971cc	15
75	Terry Hall	Ferrari Spy.	1985cc	16
	PRODUCTION			
133	Jerry Austin	Jag. XK140MC (C)	3442cc	9
83	Jim Peterson	Jag. XK120M (C)	3442cc	10
33	Paul O'Shea	Merc-Bz 300SL (D)	2996cc	11
20	Chas. Wallace	Jag. Rdst. (C)	3442cc	12
	DID NOT FINISH			
70	Max Balchowsky Fan belt., Jag. trans. locked in 3rd	Doretti Buick (B)		
48	Fred Van Buren Oil pressure—overheated	Van Buren Spec. (C)		
216	Bruce Kessler Spun out	Mercedes 300SL (D)		
54	Jack Douglas	"C" Jaguar (C)		
149	Bill Knowe Broken axle	Tr2 (D)		
200	Bob Drake Hit hay bale	Tr2 (D)		

Time—1 hr. 08:26. Distance—115 miles. Average speed—103.2 MPH

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